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REMOTE STORAGE
THE

RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

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No. 1.

PERPETUAL FRIENDSHIP.

DEDICATED TO THE BROTHERS OF THE O. R. C.

We meet as brothers, and to-day we ask our friends to come
And join in the last festivities while our closing work is done ;
We meet you one and all, and bid you a welcome here,
Like life the coming, then the going, then perhaps a tear.

We call you friends, and rightly too, for the mystic name of love
Is a gift implanted in every heart, by your Heavenly Father above.
Thus all kindly join in the welcome, and mingle with the throng,
That work for the good of the Brethern, and frown on vile and wrong.

You are strangers you say to this order, ah no, for day by day,
Your lives are all intrusted, only in a different way,
As we only represent thousands, all over this broad land,
Who are guides to you on your journey, with dangers on every hand.

The public, one vast multitude, ever swaying to and fro,
You find us the first to call, wherever you chance to go,
Mid the tempest, or the deadly calm, the sunshine or the rain,
We salute you first, and scarcely ever forget to call again.

You may ask our aim, our object, ah yes, and I will tell
You all the secrets of this order, 'tis to do our duty well,
To lend each brother a helping hand, do everything we can,
To assist him along the journey of life, help him to be a man.

This is the noble lesson, no duty could be more plain,
It is taught by the Holy Bible, by us impressed again ;
By the help of the great Creator the created we implore,
If he fall by the wayside help him, brother go sin no more.

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The roads are made of iron and steel, the bed of stone and sand,
 From Newfoundland's fishing grounds, to Pacific's golden strand ;
 From the orange groves of Sunny South, to the fields of ice and snow,
 Where the rivers rise, still flowing on, to the Gulf of Mexico.

We go whizzing round the curves, the bridge seems but a span,
 They are almost emblematic of the journey and life of man :
 We bear the badge of authority, telling what we may do,
 To guide the traveler on his way, safe passage to all of you.

The routine of life, is nearly the same, when all is going well.
 If not the pilot's ear hears the sound of the tinkling bell,
 And when danger lurks around we trust him till we die,
 Who brave at heart, with steady nerve, a keen and restless eye.

The rails are lain on the oaken ties, placed with greatest care,
 But the ties of this brotherhood last, till death gathers each one where
 The tired and weary bodies rest, when the journey of life is done,
 When the Master calls us to that home prepared for every one.

If the train is running too fast, down brakes, is the given sign,
 But most of us will soon break down, for all it is nearly time ;
 For years of toil, of hard, hard work, each wrinkle and whitened head,
 Brings us nearer the end of the road, the city of the dead.

Some one else will sing all aboard, some one the signal wave,
 Some one else pass along the aisle when we are in the grave ;
 Some one else will carry the signals, green, or white, or red,
 Some one will place the signal black, on the door when we are dead.

The flickering lights oft times grow dim as the gray of morn appears,
 The light of our lives is burning low, the days and months and years,
 Seem as a moment fleeting by, and soon the order will be,
 Prepare for the run that carries you to the shores of eternity.

Then let us marshal our forces, to do what is right and best,
 Let us buckle the armor of manhood on, God will do all the rest ;
 And while we live let us brothers be, e'en down to the end of time,
 " And old acquaintance ne'er be forgot, in the days of Auld Lang Syne."

We meet each year to review the past, to strengthen the bonds of love,
 Soon, very soon will be our last, and the flight of the carrier dove
 Is but typical of the fleeting years, years that return no more,
 But carry us down the vista of life, to some mysterious shore—

YANKEE
 YANKEE

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Which we have never seen, but there comes a day or a night when every one
Will lay down the burden, pick up the cross, all of life's work be done ;
And we never return to our earthly home, we never come back to see,
But the rest will journey right along to meet both you and me.

Our motto is written on that banner, in words of truth so plain,
That no one knowing their meaning need ever ask again ;
"Perpetual Friendship," noble words, and no one will ever forget
It began when Bethlehem's star arose, will end with the last sunset.

Friendship, a harbinger of joy, true friendship never will die,
It is felt in the grasp of the hand, the look of the steadfast eye,
When all the world seems dreary, desolate, bleak and cold,
A friend that is true, like the red, white and blue, never grows old.

Perpetual, never to end, till the shores of eternity bring,
From the Heavens so bright, the angels of light, even their voices ring ;
Still chanting their song they carry it along, sweeter than ever before,
And no one can guess, how many it will bless on eternity's shore.

There's a white flag, and a red, and green, mementoes of duty each day,
We have carried them often along the road, telling others the way,
To preserve their rights when we chanced to meet, signals that always tell,
Safeguards in life to every one who doeth his duty well.

They are typical too of a nation's birth, of America honored and free.
They are types of the freeman, a country's worth, whether on land or sea ;
They are guides for you in your daily walk, teaching all to be true,
They are symbols of the dear old flag, the red, the white and blue.

They beckon the oppressed from a foreign shore, a welcome to be free,
How few that come here ever return to the Fatherland over the sea ;
The dew may wrinkle the flag at night, but the bright sun will unfold,
And the Stars and Stripes keep floating on, the picture never grows old.

So like our country, we ask those to come and stand by the altar where
They acknowledge the presence of a Being, a God and a Guiding Star ;
We ask you naught but the Bible teaches, even all its pages through,
"Simply do to others, as you would they should do unto you."

But few there be that may not come, tarry no longer then,
Be temperate, moral, have brotherly love, every one, gentlemen,
Learn the first lesson, charity, and help each other along,
Learn to act right toward yourself and others, guard against every wrong.

Study the work laid out for you, a great life lesson to learn,
 No creed but the duty you have to do, never to waver or turn
 From the noble words in the book of books, the guide for you and me,
 Without which this life would be empty and void of goodness and purity.

I am looking back to years ago, when it seemed not even a care,
 To help a brother from his downward way, when the pitfall and the snare
 Were prepared by each other to fall therein, and every one seemed to find
 A pleasure in building his castle high, and leaving the others behind.

No place where we met in unity, and scarcely a kind good word
 From the lips of one another, and too many here have heard
 So many assailed on every hand, and the God who dwelleth above,
 And His precepts almost forgotten, and the duty of brotherly love.

The past year has been fruitful to us, more so than ever before,
 The new year opens with a halo around the division door ;
 The altar looks green, and the buds of truth and the Bible unite us all,
 So rise to the height of man's estate and attend the Master's call.

The outside sentinel waiteth here to welcome the stranger in,
 The inside grasps his hand and says where, where have you been :
 Away from the world's cold charity, if nothing more he gains,
 The strength strong arms can give him where perpetual friendship reigns.

Farewell to-day, we are going home, we thank the brothers here
 For the welcome and the open doors, and if we should drop a tear,
 The Brothers of Kaw Valley Division will not forget that we
 Remembered your kindness to all of us in eighteen eighty-three.

EARLY DAYS OF AMERICAN RAILWAYS.

Mr. James B. Eads has written a new book, entitled "Notes Taken in Sixty Years," and from advance sheets we produce a chapter on the early history of American railways :

"It is no wonder that little was known of railroads or locomotives in our quiet region along the Juniata 60 years ago. It was only in 1823, that the act of parliament for the Stockton & Darlington railroad, in England, was passed—a road projected by the Quaker, Edward Pease, and laid out by George Stephenson—the first railroad in the world for general commercial purposes, and opened for traffic in 1825. In that year the civil engineers were preparing to invade our Juniata valley, and the Stockton & Darlington railway began a

revolution in the habits of the human race which is already more wonderful than any other on record.

The first railroads in the United States were built to carry gravel, stone, anthracite coal and other heavy materials. All were short. One was built on Beacon Hill in Boston, in 1807; one in Delaware county, Pennsylvania, in 1809; and one at Bear Creek Furnace, Armstrong county, Pa., in 1818. The tracks were composed of wooden rails. Other short roads, similarly constructed, were built in various places. Prior to 1809, Oliver Evans, of Philadelphia, urged repeatedly in public addresses the construction of a passenger railroad from Philadelphia to New York, and in that year attempted to form a company for this purpose. In 1812, Colonel John Stevens, of Hoboken, New Jersey, published a pamphlet recommending the building of a passenger railroad from Albany to Lake Erie, but his suggestions were not heeded.

In April, 1832, the State of New York chartered the Delaware & Hudson Canal Company to construct a canal and railroad from the coal fields in Pennsylvania to the Hudson river at Rondout; the railroad, 16 miles long, from Honesdale to Carbondale, to carry coal, was completed in 1829. In 1826, the Quincy railroad, in Massachusetts, four miles long, was built to haul granite to the port of Neponset; the rails were of wood, strapped with iron. In 1827, the Mauch Chunk railroad, nine miles long, was built in Pennsylvania to connect coal mines with the Lehigh river; the gauge was three feet seven inches, and the wooden rails were faced with iron. In 1826, the State of New York chartered the Mohawk & Hudson railroad, for freight and passengers, from Albany to Schenectady, 47 miles; work was not begun till 1830, and the road was opened for travel in September, 1831.

On February 28, 1827, the State of Maryland chartered the Baltimore & Ohio railroad. Work was begun July 4, 1828, and in 1829 the track was finished six miles, and 'cars were put upon it for the accommodation of the officers, and to gratify the curious by a ride.' This was the first road in the United States that was opened for the conveyance of passengers; it was finished to Ellicot's Mills, 13 miles, in 1830. The Washington branch was opened to Bladensburg in July, and to Washington in August, 1834. The Charleston & Hamburg railroad, in South Carolina, was chartered in December, 1827. A locomotive was placed on it in 1830. The road was completed in September, 1833, a distance of 135 miles; at that time it was the longest continuous line of railroad in the world. The rails used on the Charleston and on the Albany road were of wood, with flat bar-iron nailed on them. The track of the Baltimore & Ohio consisted of cedar cross-pieces and string-pieces of yellow pine 12

to 24 feet long and 6 inches square, with iron bars on them. The flanges of the wheels were on the *outside*. After some miles of this kind of road had been made, long granite slabs were substituted for the cedar cross-pieces and pine stringers. 'Iron strips were laid for miles and miles on stone curbs.' Before the road had been finished to Point of Rocks, in 1832, 'wrought iron rails of the English mode' had been laid on part of the line.

About this time various patterns of rolled iron rails were in use in England. The first of these was the fish-bellied, invented and patented in 1820, and which fitted into cast-iron chairs. The larger part of the Stockton & Darlington road, 37 miles long, was laid with rolled rails of this pattern, weighing 28 pounds to the yard. On the Liverpool & Manchester road, 'the rails used were made of forged iron, in lengths of 15 feet, and weighed 175 pounds each.'

The Clarence rail was an English improvement; it rested on chairs, but did not have the fish-belly, its upper and lower surfaces being parallel. These rails were used on the Allegheny Portage road, in Pennsylvania, finished in 1833. On a part of the Philadelphia & Columbia road, opened in 1834, flat rails were laid either on granite blocks or wooden string-pieces; but the larger part of the track had Clarence rails. On the Boston & Lowell road, completed in 1835, stone cross-ties were at first laid, some of which were in use as late as 1852. On one track of this road the H rail was laid; this rail rested on chairs, and had a web similar to that of the T rail.

Many years elapsed after the first railroad was built before any other than flat rails were made in America. All the heavy rails were imported from England. Up to 1843 there were no facilities for the manufacture of heavy iron rails to supply the wants of the 4,185 miles of American railroad existing at the beginning of 1844, and of a few hundred additional miles then projected. The first heavy rails were rolled in 1844, of the U pattern at the Mount Savage Iron Works in Maryland. The first T rails made in America were rolled at the Montour Mill at Danville, Pa., in 1845.

The T rail, now universally used on American railroads, is generally supposed to be of English origin; but it was invented by Robert L. Stevens, of Hoboken, N. J., in 1830, and was first laid on the Camden & Amboy railroad. It did not come into general use until after 1845. The first made of these rails were only 16 feet in length. The first rails 30 feet in length were made at the Cambria Iron Works at Johnstown, Pa., in 1856, but there being no demand for them they were used on the tracks of that company at their works. The first 30-foot rails rolled on order were made at the Montour Works, in 1859. The first 60-foot or double-length rails were rolled at the Edgar Thomson Steel

Works, Pennsylvania, in 1875, and that company in 1876 exhibited a steel rail at the Centennial Exhibition, 120 feet in length, weighing 62 pounds to the yard. The rail mills in the United States have now a capacity of 3,000,000 tons of iron and steel rails per annum. More than nine-tenths of the rails rolled in 1882 were of steel.

The first locomotive, the 'Stourbridge Lion,' did not touch American soil until I was 12 years old. At a convivial meeting in 1855, Major Horatio Allen, engineer of the Erie railroad, described in a speech the first trip made by a locomotive, on this continent :

'Where was it? And who awakened its energies and directed its movements? It was in the year 1829, on the banks of the Lackawaxen, at the commencement of the railroad connecting the canal of the Delaware & Hudson Company with their coal mines—and he who addresses you was the only person on that locomotive. The road had been built in the summer, the structure was of hemlock timber, of large dimensions, notched in caps placed far apart. The timber had cracked and warped from exposure to the sun. After about 300 feet of straight line the road crossed the Lackawaxen creek on trestle work about 30 feet high, with a curve of 350 to 400 feet radius. The impression was very general that this iron monster would either break down the road or leave the track at the curve and plunge into the creek. My reply was that it was too late to consider the probability of such occurrences; there was no other course but to have a trial of the strange animal, which had been brought here (from England) at great expense; but that it was not necessary that more than one should be involved in its fate; that I would take the first ride alone, and the time would come when I should look back to the incident with greatest interest. As I placed my hand on the throttle-valve, I was undecided whether I would move slowly or with a fair degree of speed, but believing that the road would prove safe, and preferring if we did go down to go handsomely and without any evidence of timidity, I started with considerable velocity, passed the curve over the creek safely and was soon out of hearing of the cheers of the vast assemblage. At the end of two or three miles I reversed the valve and returned without accident to the place of starting, having thus made the first railroad trip by locomotive in the western hemisphere.'

Pioneer of wonders, good Major Allen! Unconscious of the great future; for had I told thee then, that in 54 years there would be more than 110,000 miles of railroad in the United States, and 250,000 in the world, derision would have curled thy shaven lip!

As late as 1829, two distinguished engineers, Mr. Walker and Mr. Rastrick,

solemnly advised the use of stationary engines instead of locomotives on the Liverpool and Manchester railroad, then nearly completed; but Stevenson insisted on the locomotive, and at a competitive trial in October, 1829 (for a prize of £500,) the Rocket ran at the rate of 25 miles an hour, and settled the question. In 1830 the road was opened with locomotives.

Peter Cooper built the first locomotive made in America, the "Tom Thumb," and ran it on the Baltimore & Ohio road, in August, 1830. It was a small affair, rather a working model than an engine for service, and Mr Cooper was his own engineer. To make a tubular boiler he used gun barrels. "The Best Friend of Charleston," the first American locomotive for actual service, was built at the West Point foundry in New York City, and put to use on the Charleston & Hamburg railroad in South Carolina in 1831.

The idea of hauling cars by horses was not given up for some years after the first railroads were constructed in the United States. I think horses or mules were used for a time on the Pennsylvania State road from Philadelphia to Columbia. On most of the levels of the Allegheny Portage railroad the cars were drawn by horses. In 1837, when I first saw it, this road had but one locomotive.

Another old-time idea was that railroads should be used like common roads, and every citizen be at liberty to put on his own cars, just as he could put his wagon on a turnpike road and pay tolls. Very crude and absurd it all seems now; but the Pennsylvania State road, from Philadelphia to Columbia, was for a number of years operated simply as a highway for vehicles of transportation owned by individuals. The 'Commonwealth' furnished the track and all motive power, but the cars were private property, and tolls were paid for the use of the track and hauling the cars. Laughable enough, now, is it not? But it was a very serious matter then, especially as the 'superintendent of motive power' was a state officer, and belonging of course to the political party in power was always charged by the party not in power with stealing all he could. In course of time the cars came to be owned by companies, and individual owners disappeared; but I have forgotten at what time the State undertook to provide both cars and engines, and to charge freight on the goods instead of tolls for the use of track and hauling. Years ago the road passed from the ownership of the State to that of the Pennsylvania Railroad Company. A prolific source of partisan corruption was closed up, but the interest of party contests fell off sadly. Patriotism waned as profit fled.

As our first railroad had, generally only the 'flat rail'—bars of iron spiked on stringers of wood or stone—they were very imperfect; but were a great deal

better than none, and I feel no shame to confess that we are very proud of them. No great speed was made or expected. Accidents were not unknown : but there was one peril which we escape on the T rail. Sometimes the end of a flat rail would turn upwards, pierce the car bottom, disturb the passengers, and be decidedly unpleasant, if it did not destroy life or limb, or through the car from the track. These intruding rail-ends were called 'snakeheads.'

The cars first in use were small affairs. The 'burden cars,' as freight cars were called 45 years ago, were boxes, a little longer than their width, and had a wheel at each corner. Three or four tons made a load for one of them. Cars and engines have been in course of improvement ever since the first were put on the track ; but the locomotive, with all its varied improvements, and its greater weight and power is in essentials—steam blast, tubular boiler and connecting rods—the same as when George Stephenson's 'Rocket,' in September, 1830 ran 30 miles an hour on the Liverpool & Manchester railroad, astonished the Duke of Wellington and killed Mr Huskisson.

There were no telegraphs for a number of years after railroads were in use ; but the managers nevertheless ran their trains, and we got along. The world can do without a great many things it has never enjoyed. I do not remember what the speed was on our railroads in early days, but probably about 15 miles an hour as a maximum for passenger trains. On the Baltimore & Ohio branch to Washington, in 1841 and 1842 (When I had not yet risen above political life,) we sometimes made 20 miles an hour, passing a mile post every three minutes by the watch ; but I think this was above the average, and was a special blessing vouchsafed to the office-seekers, enabling the expectants to reach the capital quickly, and the disappointed to get home before their borrowed money had all run out.

The telegraph, tried and enjoyed in 1844 as a curiosity between Washington and Baltimore, was opened for general business April 1, 1845. But I need not here write of the telegraph, or more of our magnificent railroad system ; if fully described this year their extension and expansion would require a supplementary description next. When Napoleon's army was marching past the pyramids, he said to his soldiers, in immortal bombast, 'Forty centuries look down upon you !' I never knew what he meant. I hardly think the dead centuries look down on anybody. But let them look at our railroads—if they can.—*Railroad Herald.*

Labor is the law of the world, and he who lives by other men's means is of less value to the world than the buzzing busy insect.

The following is the address of Rev. Henry Ward Beecher delivered at the opening of the Denver Annual Session of The Brotherhood of Locomotive Firemen. [Ed.]

REV. HENRY WARD BEECHER.

I count myself highly fortunate in being present in this surprising city, and on such an occasion also as this. I spent an hour trying to find the city of Denver as I used to remember it five years ago, and I am like the man that visited New York and said that he could not see the city for the houses in it. If I believed in sorcery and magic I should say that this was the city of magicians for extent and completeness, and beauty of buildings, both private and public and all the elements of prosperity that lie upon the very face of it.

To a man that loves his whole country it cannot but make him proud of the enterprise that has constructed so beautiful a city in what almost might be called a wilderness, and to meet such a convocation of men here, men whose character should command the respect and gratitude of every man who has consideration for his fellow men, is a great pleasure to me this morning.

There are two machines that represent the triumph of human ingenuity, the great and the small, and yet each in its own way perfect the perfection of modern mechanical skill. There is the watch we can carry without danger of change in the arctic and at the equator. There it notes the months and years and almost regulates the movements of the heavenly bodies by its accuracy. That is the perfection of a machine in small. The locomotive is the perfection of power and beauty and fine adaptation, and the engine appears to have revolutionized the world. This continent would have lain hidden in darkness for yet half a thousand years but for the system of railroads. The accuracy, the safety, the amazing industry that have come in with the railroad defies the imagination and outruns speech. I am in the situation of one to speak feelingly on this matter. I left New York on the 9th of July with a list of engagements to speak every night, with one or two exceptions, to the end of October. I passed, turned north, returning through Portland to Puget Sound and back again and round about by the detestable sea, which I wish was frozen up and a railroad built upon it (laughter), to San Francisco and then down to Ogden, and then through that incomparable little railroad, the Denver and Rio Grande, to Denver, and never have made one miss, or come within sight of one, speaking every night, and meeting my appointments certainly, until it is about as certain as the rising and the setting of the sun, that a man can make calculation with mathematical nicety. And as to safety, I have been for more than forty years at home and abroad a constant traveler on railroads, and have

never even seen an accident, and I can say also that I don't desire to. (Applause.) When I look at this great railroad system, when I see what has been done, the capital that has been commanded, I have come to the conclusion that whatever may be true of Congress, whatever may be true of the Legislature, whatever may be true of teachers, including ministers, it takes the biggest heads in the nation to be railroad men. (Applause.) Big heads, I mean, well furnished. (Laughter.) We might look at the whole system in its interior, at the men that manage all the details, the freight, the tickets, the conductorship, of them all I do not know any class of railroad men that deserve more than the firemen and the engineers in the railroad service. (Applause.) I regard the fireman as nothing but a man that is worthy of being an engineer after a little while. And as to the engineer, what can be said more than that they are the body of men with whom it is safe to trust that which is dearest to us in all the world, our children, our wives, our husbands, our brothers? They are the men with whom it is safe to trust human lives. It is not always safe to trust men in the care of a doctor. There are a great many professions that are called useful, but with gaps in them. But, take them as a body throughout the United States, the firemen and the engineers are the men in whose care it is safe to put millions of property and millions of human lives. And no test of their fidelity can be better than this, that to-day it is safer to travel on the railroads than to stay at home. (Applause.) When going from Portland once to Boston I rode with the engineer, for there they are very courteous and I got invitations that I have never gotten in the West. It didn't hurt, you know, for Philip to get up and ride with the Eunuch of Ethiopia. Riding with the engineer he was giving me some confidences of his own, and inveighing against the passengers. "Why," said he, "only last week a fellow got out of the car and came to me when I had a pretty heavy train on, and said, 'Now, engineer, you have a responsible position; you have a good many lives in your charge and ought to be very careful.'" "But," said he, "I looked him in the face and said I, 'Damn you, I have got a wife and two girls at home, and do you suppose that if I don't care about them I care about you fellows.'" If there is any danger the engineer and firemen have the first taste. They are in the lead in almost every respect, but certainly in the elements of peril, and whether it be in the midst of snows in winter, or if it be the sweeping freshet, the gaping bridges, or in the night when there are no stars and no moon and the lights have gone out, it is in every condition that the railroad engineer and railroad fireman meet the music of death, and meet it with a heroism that has no equal on record.

For they are men who have perilled their lives, have stood and given themselves for the safety of the charge behind them, with a heroism never surpassed on any battle field or in any other scenes of human life.

Men have trusted their goods to them, their little household gods, their children, and things dearest to them.

You should no more pass the fireman or engineer without raising your hat to him in token of respect and honor than you would pass General Grant or General Sherman.

Among the great things of civilization is the power of men to live together and organize themselves into living machines. The sublimest thing in this world is that millions of men of millions of different pursuits have learned how to live together harmoniously. It is a good thing for every class of laboring men to, for all intermediate classes of laboring men, it is a good thing for them to associate themselves together and know each other better and take better care of each other. Scattered over the continent there is yet a chord that unites them all. The great end that is to be attained by civilization, the final effort and the true religion is to bring men together into a gradual sympathy for each other, of love one for another, of care for one another, and by every means in their power to build them up in love, in fidelity and in true manliness.

I, therefore, accord to you all gratitude for the success with which you have conducted this great association that stretches out into every State and every Territory not only of our own land, but to the adjacent nations and people. We are all one substantially. I take great pleasure, therefore, I have felt complimented in being asked to address you. I take great pleasure in meeting you, and take no spite because so many of you are handsomer than I am. (Laughter). May the fire never scorch you, may the engine never break down under you, may the road be always good and well spiked, may the respect and gratitude of our fellow-citizens surround you and may the blessing of Almighty God make your life peaceful and your immortality glorious. (Loud Applause.)

A Yankee is considered the sharpest of the human race, and only an Irishman can get the better of him. The latter's wit is more forcible than the former's plainness and directness of speech. An Irishman took a Yankee friend to church with him on Christmas day. The music was magnificent and the decorations gorgeous. On their way out of church he asked the Yankee how he liked it. "Why, it beat the devil!" said the down-easter. "That's the intintion," dryly remarked the gentleman from Tipperary.

EDITOR CONDUCTOR'S MONTHLY.

Some time ago an Irish lady, probably twenty-seven or twenty-eight years of age with seven little boys and girls were on the train for Rushville, "her former home" She had come from Kansas, the far western part, had but little means, her apparent wealth being the young McGarrigans, (her children.) At Canton, a place of four or five thousand inhabitants, an Irish bachelor boarded the train, who knew her when she was a girl. On meeting her as near as I can express it the following colloquy ensued :

By the Virgin Mary ! is it Bridget I see. I knew you ten years ago ;
But these seven childers are too much for me ; but tis Bridget I almost know,
And these Oirish lads, big hearty boys, all of them look like you,
Just give me your hand, fore the old man comes, Bridget ! "How do you do ?"

May St. Patrick save me, and sure its Moike, you've grown so big and tall,
Do you moind the night we danced together, at Patrick Donnelly's ball ?
You and Kittie McGarrigle, "bless her heart," stuck tight as a chestnut burr,
You kissed her every chance you got, I wonder if you married her ?

And you said you'll spake fore the old man come, Moike he will never be here,
Then she raised her apron off her lap, and wiped away many a tear,
He was good to me and these Oirish lads, no better ever was found,
But he had the faver, and we buried him in the Catholic burying ground.

Could ye only seen the tapers we had, the candles we had to take,
How the Irish boys and girls for miles, all came to McGarrigan's wake,
They drank to his hilt while alive, you see, as niver they drank before,
And I saw that night, some angel in white, was knocking at the door.

I tell you Moike, he was a man, who always staid close at home,
He niver went out and got drunk with the boys, and left me all alone ;
But what I will do with these seven childers the Virgin can only tell,
But the Good Praste said when Tim was dead, "you know His Riverince will."

It was Father O'Donnelley, bless his name, for he took me hand and said,
As ye kiss the cross ye'll nae' feel the loss though Tim McGarrigan's dead.
But how he can tell such things so well is a mystery still to me,
But me heart is sore, as never before, so I only must wait and see.

Then Moike dr'ew a yard of linen out of his pocket and wiped his eyes,
 And he said, "Well Mrs. McGarrigan our mating 's a great surprise,
 So ye'r old mon's buried and neath the sod, if Holy St. Patrick don't sind
 Enough to fill these children,s mouths, here's the hand of a good old friend.

And I've got a farm, and pigs and cows, and a bed that's made for two,
 And when McGarrigan's memory 's cold, there will be room enough for you.
 There's potatoes and mate and poten good, and though there's a terrible drought
 You'll find a plenty in Michael's home to fill each childer's mouth.

Then poor Bridget's face lit up with a smile, my poor Tim always said
 Somebody would be kind to the childers and me, whenever he was dead,
 But I little thought I would meet him now, did you ever see the loike,
 For the angel I saw at the door that night was no one else but Moike.

And as I ride by every day a cot in the lowlands where
 Moike and the former Mrs. McGarrigan stand out in the open air.
 She waves her apron, he his hat, and they asked me to stop to tea,
 Though they knew very well that I would tell, they are very good friends to me.

E. H. BELKNAP.

SCENES AND INCIDENTS OF RAILWAY TRAVEL.

It was at the close of an almost perfect day in October a few years ago, that the writer started on his first trip over the Union Pacific road in company with a genuine young "tenderfoot" from New Hampshire; who was on his way out to Colorado, to take the position of editor of a newspaper just started in Gunnison City. The writer had been living in the west for some time and his baggage was proportionately "limited," while that of the "tenderfoot" was proportionately "numerous," for his equipage consisted of a rifle and blankets, a revolver and wrappings, a carbine and snow-shoes, a knife and traveling bags, trunk checks, etc.

The cars were very crowded and sleeping berths were not to be had until we reached Cheyenne, Wyoming Territory, the middle of the next day. Part of the time we enjoyed a settee and part of the time we gave that to others and took a standee. Towards morning we went forward to the smoking car and there found a coachful of passengers who seemed to neither know nor care for what night or sleep were intended.

There had been a foot race, a horse race and a lynching down at North Platte, and the greater part of these "boys," as they called each other, had been down to see the fun. As we entered the car, two of the crowd arose, and bowing low, waved their arms and said; "Welcome to the dandy twins in the wild and raging country of the cow-boy." Laughingly shaking their hands we quickly dropped into their seat while one of them took a seat upon the coal box and the other upon the floor, amid the good-natured jeering of their companions. As the time for daylight was nearing, a jug of whiskey had just made its last trip among these passengers and a general calm had settled over the noisy crew, when, for our individual entertainment, we commenced singing some old-time college songs. The "boys" listened more quietly for a few moments until we grew weary and stopped singing. Suddenly a great, strapping cow-boy clad in naught but heavy woolen shirt and corduroy breeches, tucked into high-top boots, on which his spurs were jingling; arose in his seat, threw his hat to the farther end of the car, gave a mighty yell, and drawing his revolver, screamed; "Sing again! Sing you twins!—you both to—or else I'll shoot out them ere lights," and demonstrated his ability to do so, by extinguishing the farther one in the car with one shot from his revolver. The "boys" began to laugh, shout and swear, young New Hampshire began to groan and tremble while we dropped down behind the back of the seat in front and concluded we would sing. Whether or not it was the revolver we saw as the signal waving in the air, or the thought of how bravely we were holding to the seat, we cannot tell, but the song "selected for the occasion" was "*Hold the Fort*." The crowd joined lustily and the cow-boy dropped into his seat, muttering: "At'sol I wanted."

After singing one or two other songs, a great, burly, black-whiskered man across the aisle who had been listening, turned and said: "Strangers, look ahere! I guess your my kind of people after all. I'm sheriff up at Sidney and I sing a little myself. I sing in the Methodist choir and if you'll go it again I'll sing bass." We *went it again* and the sheriff joined with a strong, rich and melodious bass voice and then others joined in also. Soon one of the champions in the recent foot-race came down the aisle and said: "Say, you fellers! Can't you sing a song called "*Nearer my God to Thee*?" We sang it and after that there was no more swearing heard. Then followed "*Just as I am Without One Plea*," but there were strong voices which trembled before that song was finished. It was thought strange by the writer that these rough, hard looking men could remember these songs, but the secret was told when a richly dressed gambler came up from the other end of the car and said in a

husky voice : " My mother used to sing ' There is Rest for the Weary ' ; can't you chaps sing it ? " It was sung.

Just across the aisle and one seat forward was sitting a powerfully built man, who wore a belt of cartridges outside of his shirt, supporting two navy revolvers, while just over the top of his boot leg peeped the handle of a dirk knife. His face and head were covered with a shock of black stiff hair completely hiding his sloping forehead and thick neck. His eyes, small and black, were deep set and nearly covered by shaggy eyebrows, while clear across his forehead and down over one cheek was an ugly red scar, and as we had studied him before the singing we had come to the conclusion that he was a desperately bad man. He appeared totally indifferent to the singing, and the other passengers, until after a while, when we grew tired and could recall no more of these songs he suddenly turned and said : " You've forgotten one, and I'll sing it." He commenced with the beautiful words :

" I'll sing you a song of that beautiful land,
The far-away home of the soul ;
Where no grief ever comes, and no sin ever's known
And the years of eternity roll."

His voice was pure and strong and gave evidence of culture at some time. As he sang, he seemed to become more and more interested in the song ; he leaned over the seat and closed his eyes, and sang as though from his very heart, and when, at the close, with hands uplifted and tears rolling down over that ugly scar, he sang the last line, there were but few dry eyes in that car, and as the gray light of morning stole in through the windows and the bright sun arose over the prairie, the hearts of those rough and sin-hardened men were softer, and their thoughts were purer than they had been for many a day and all because they had remembered the sweet songs about God and Heaven, which their mothers had sung to them and taught them in the days of their childhood and purity, and as the train stopped at Sidney, we shook hands with each of them, and there resolved that we would never again judge any human being to be thoroughly sin-hardened and absolutely wicked, for we had seen an illustration that—even though it be done by the memory of their mother and childhood,

Down in each human heart, crushed by the tempter,
Feelings lie buried which grace can restore ;
Touched by a loving hand, wakened by kindness,
Chords that are broken, will vibrate once more.

—*Railroad Herald.*

POWER OF JAY GOULD.

Gov. Crittenden, of Missouri, in an address to the people of Richmond, Mo., said :

“ Fully one-third of the whole railway system of the country is under the control of Jay Gould. The railway system of the Southwest is under his command. He controls—if not directly, through others—the Union Pacific, constructed at a cost of over \$60,000,000. He controls the Wabash system. It is said that if he had the management of the Delaware & Lackawanna system or the Erie system—both of which may fall into his possession at any time—he would have an unbroken railway connection from Boston to the western and southern extremities of the country. He controls the elevated system of railways in New York City. He controls the entire telegraphic system of this country, which places the private telegraphic communications, the press, and the markets of our land under his supervision and management. I call your attention to the list of securities under his authority, which may impress your minds with the power of this one man to control the destinies of this country.

	<i>Stocks.</i>	<i>Bonds.</i>
Missouri Pacific.....	\$30,000,000	\$24,684,000
Wabash.....	46,136,400	69,650,000
Mo., Kansas & Texas.....	46,405,000	44,898,000
Texas Pacific.....	25,884,000	37,450,000
New York & N. E.....	20,000,000	8,000,000
Union Pacific.....	61,000,000	55,581,000
Int. & Great Northern.....	7,215,000	13,968,000
Elevated Roads.....	26,000,000	21,500,000
Western Union Tel.....	80,000,000	4,000,000
Total.....	\$342,640,400	\$279,731,000

“ This is not all, although it covers the land and the electricity of this continent. He also demands the water transportation. He is interested in the barge lines of the Mississippi River and Pacific Mail. It is said he owns \$100,000,000 worth of real estate. He aspires to the control of the stock exchanges of America, in which all the securities of this country are bought and sold. If, sirs, all of this is true, he is the most powerful man on earth. The Presidential power of our land quails before him. He can make and unmake men. He can retire a Governor from his executive chair, as he did Cornell, of New York, by outside instrumentalities, and can summon a Cabinet Minister to abandon his seat to become one of his followers and executioners of his orders. It is said that he has within the last few days become the controller of the Associated Press dispatches in this country, which will give him the mastery of the whole

press of this country, and by the press the market reports, and this, my countrymen, may affect the values of the stock boards and agricultural productions of the State. What is the danger of such a concentration of money power? It is a threat against the legislative power of every State in this Union. It is a threat against the Congressional power of all the States. It is a threat against the purity and power of the judiciary. It is a threat against the power, liberty and property of every citizen of this land. It is a threat against the freedom of this country. It is a threat against the purity of the ballot-box. In fact, it is a threat against the whole elective system. It is a threat against our form of government, making it dependent upon the personal ends and avarice of one man, who becomes, if not a patriot, above the ambition of all men save Washington, a dictator without the vestments of official position. Mr. Gould has the right under the law to acquire the control of the immense property and consequent power. That cannot be questioned. I am not here to abuse him. That would not become this place nor my office. He is a man of extraordinary ability and foresight, and of unusual amiability. In the language of Senator Edmunds, of Vermont, 'He is not as black as painted.' The important question is: How will he use this power—for the good or evil of society? If for the good of the whole country he will leave a name second only to that of Washington. Will he do so? I fear not."—*Fireman's Magazine*.

HOW TO HEAR THE GOSPEL.—Rowland Hill paid a visit to an old friend a few years before his death, who said to him, "Mr. Hill, it is just 65 years since I first heard you preach, and I remember your text and part of your sermon. You told us that some people were very squeamish about the delivery of different ministers who preached the same gospel. You said, 'Suppose you were attending to hear a will read, where you expected a legacy left you, would you employ the time in criticising the manner in which the lawyer read it? No, you would not; you would be giving all your ear to hear if anything was left to you, and how much it was. That is the way I would advise you to hear the gospel.'" Good advice, well worth remembering 65 years.

Experience keeps a dear school; but fools will learn in no other, and scarce in that; for it is true we may give advice, but we cannot give conduct. However, they that will not be counseled, can not be helped; and if you will not hear reason, she will surely rap your knuckles.—*Franklin*.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 212 East Water street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month.

C. S. WHEATON, Editor.

OUR MONTHLY.

By direction of the Grand Division of the Order of Railway Conductors, we issue, to-day, the first copy of our MONTHLY. In taking the editorial chair of our new venture, we do it with many misgivings, yet with a firm, determined purpose to use our best endeavor to make it a readable, and entertaining book. We sincerely hope that it will be welcomed by all classes, whether in our out of Railway Service.

As we have never had any experience in journalistic work, many mistakes will be found in our columns; we ask in advance your kind consideration and forbearance. We meanwhile, do not desire to escape criticism, as we believe honest criticisms are beneficial to all, and we will endeavor to profit by any such coming to our notice.

Our MONTHLY will be published in the interest of Conductors, particularly, yet we hope, at all times, to give such miscellaneous reading as will interest all branches of the service and citizens generally.

We shall always advocate the essential principles of our Beloved Order, and while we do not expect every one to agree with us in many of the arguments which we may present to you, we will be willing to accord all the use of our columns, to advocate their respective views, so that by such interchange of thought we may be mutually benefitted, and the public enlightened.

We have assumed the duties as editor of this magazine, with a full sense of the responsibility resting upon us; as this is the only periodical representing one class of the vast army of employes that throng the great iron highways of our country, we will endeavor to perform our work faithfully. That there is need of additional means of education, for not only one but all classes, of railway employes, is generally admitted. This will be one of the missions of our monthly. We shall invite discussion on the merits of the various railway appliances in use on the various railway lines, also the standard rules, orders, signals, etc. And as we progress, will endeavor to give, from time to time, the opinions of the most expert railway men in the service.

The order of Railway Conductors is a noble structure, built strong from the foundation, with such principles as industry, honesty, charity, temperance, and cemented together with brotherly love. On the capstone we find the rule, "Do unto others as ye would they should do to you, and so fulfill the law." Stretching out its hand it relieves the suffering and distressed, aids the widow and orphan, counsels the erring, reclaims the fallen, and by every honorable means influences railway employes, and impress on their minds that by working for the interests of their superiors, they are elevating themselves; and it particularly instructs conductors to be gentlemen on and off duty, in public as well as private life.

On this bright morning, the first of a new year, that comes to us so unspotted and clean from the past, we launch our magazine on the troubled sea of American journalism, trusting it will grow and thrive, as the year grows apace, and ere it shall have closed, we hope to find it a welcome visitor at the fireside of all our worthy brother conductors. Before it, and us, as well, lies an untried future. We pause and look at the work of the last year; there are many things we would have changed, had we been able to see them as we do now. Many dear ones have "fallen asleep" by the wayside, we have halted and dropped the sympathetic tear, and then hurried on to keep pace, with the busy, bustling world."

We, one and all, have a work to do; let us see to it that it be performed faithfully, however menial it may be, remembering always whatever is worth doing at all, is worth doing well."

To the members of the Order, let me say, the success of our MONTHLY depends in a great measure upon your efforts. Attend to each division obligation, carry your principles with you while at work, at home, or wherever you may be called upon to go, and may the new year, just dawning, be one of the brightest we have ever seen. May it bring a full reward to all who assist, in anyway, in benefiting his fellow man.

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GRAND DUES.

"Grand dues must be paid on or before the first day of January of each year on all members shown in good standing at their last annual report." This my brothers is the law continued in force in face of a recommendation that it be changed if it could not be observed. We respectfully ask all Divisions to be prompt in complying therewith. The Grand Treasurer is not in need of the money, but this is the law that you have made. Please observe it.

OUR ANNUAL SESSION.

Among the most prominent occasions, in the history of our Order, was that of the sixteenth annual session, lately held at Kansas City, Mo., on the seventeenth day of October last. As by this time all will have settled down to the usual routine of every day life, we can look back, and view fairly, the ground gone over, and the work performed.

As to the representatives from our Order, who composed that body, we can truly say, they were the finest body of gentlemen it has ever been our privilege to be associated with.

We were pleased to note the absence of any of the loud features of dress with which the public mind so often invests the railway conductor. From every countenance there beamed a bright, intelligent expression, that stamped them as men of sterling worth. It gave us great pleasure to note the promptness with which all responded to roll call, and to the duties of the Grand Session. In private, at hotels and places of amusements, we were pleased to note the same decorous demeanor that marked their intercourse while within the limit of the Grand Division. And one fact was particularly noticeable, that of the entire absence of the use of liquor, by the members and visitors. We can truthfully say, that we saw less of intoxicating beverages, at Kansas City, than ever before at any annual session. This, my brothers, is very encouraging, as it leads us to believe that the Order is reaching a higher plane of usefulness, that its teachings are being observed by the members, and they are receiving one of its strongest benefits.

Many important measures were considered at Kansas City ; among them, the adoption, by a decided majority, of the amendments to the Constitution. So that after next year, both the offices of Grand Chief Conductor, and Grand Secretary and Treasurer will be filled for three years each term, but their terms will not expire at one time. Another important amendment was adopted, doing away with the old form of granting a dispensation to admit to membership, persons who had served the required time as conductors, but were not at present in the service as conductors. As the new law stands, any person who has served *five years* as a conductor on a surface railway, and is still in actual railway service, can be admitted. The period of service of actual conductors was not changed. Another and very important measure was the passage of certain preamble and resolution more clearly defining our platform on the Temperance question, as follows :

WHEREAS, It is an established fact, that the use of intoxicating liquors,

among railway conductors, and other employes, is a great evil, and a serious drawback to them, and wherever it touches, it leaves a stain. And

WHEREAS, All railway officers look with suspicion on any of their employes who use it in any form, and we know that the use of strong drinks has been the cause of the downfall of many a worthy railroad man, who was, in every way, an honor to his profession. And

WHEREAS, We also believe there are numerous instances, but for this pernicious and fatal habit, many would have been promoted to higher and more responsible positions. Therefore, be it

Resolved, That we, the Grand Officers and Representatives of the Order of Railway Conductors, in Grand Division assembled, do hereby pledge ourselves, and so record our votes, to exert all honorable means to discourage its use among conductors, and our associate employes, either on duty, or in the transaction of the business of our Order.

Although you will always find some persons who are willing to misconstrue language, yet viewed from the standpoint of the Order, this was a very wise step. If there is one thing above another, that a railroad man particularly, should be free from, it is the use of intoxicating drink; and we are glad to note the improvement in all branches of railway service. We believe it is almost wholly due to the influence of our railway secret societies. All the commands of railway superintendents or managers in the world cannot accomplish that which the kind, fraternal, brotherly treatment, and the restraining influence that our railway societies throw around the man.

On Saturday occurred our election and installation of Grand Officers, as follows :

Grand Chief Conductor—C. S. Wheaton, Elmira, N. Y.

Assistant Grand Chief Conductor—S. H. Defries, Toronto, Canada.

Grand Secretary and Treasurer—W. P. Daniels, Cedar Rapids, Iowa.

Grand Senior Conductor—James Laughlin, Kansas City.

Grand Junior Conductor—E. H. Belknap, Galesburg, Illinois.

Grand Inside Sentinel—L. P. Martin, St. Louis, Missouri.

Grand Outside Sentinel—J. D. Hamilton, Stratford, Ontario.

Member of Executive Committee—John N. Robinson, Milwaukee, Wisconsin.

Member of Insurance Committee—C. A. Millard, Elmira, N. Y.

Boston was chosen as the place of holding the next meeting.

In addition to the duties imposed by the re-election of the Grand Chief Conductor, he was made Editor of the Monthly; also in addition to the duties of the Assistant Grand Chief Conductor, he was made Associate Editor of the Monthly, while the Grand Secretary and Treasurer was made its business manager.

We were much pleased to note the good feeling and genuine brotherly courtesy that marked the close of our Sixteenth Annual Grand Session. It was a scene that will never be forgotten by the participants. We were glad to see present brother J. C. W. Long, who has attended twelve consecutive annual meetings, brother Past Grand Chief Conductor, W. L. Collins, the father of our Order, whom all the Brothers will remember. Also, brothers Hy Shew, L. P. Martin, R. E. Fitzgerald, J. N. Robinson, E. O. Soule, J. S. Randolph, James Ogilvie, S. A. Defries, Ben Arnum, J. W. Archer, E. B. Hunt, Sam. Phipps, M. Ryan, H. S. Chapman, Geo. Dewey and others who had been in attendance in times gone by. While we missed the face of our good brother, Past Grand Chief Conductor J. B. Morford, who was unavoidably absent, also brother Samuel A. Hernan, and none could be a greater loss to the Grand Division: a ready debater, fine parliamentarian, and ever on guard against any measures that are derogatory to our association. We missed also our good brother, Past Grand Chief Conductor C. A. Stanchfield, whom we have met at eight sessions of the order. Let us hope, when the gavel falls on the opening of the Seventeenth Annual Session at Boston, that each and all will be present, to answer to the first roll call.

Early Sunday morning, all was bustle and hurry, as on that day we started on our annual excursion to the Rockies. Arriving at the depot, we found in readiness a palatial tram, consisting of baggage, smoking and reclining chair cars, and five Pullman Palace sleeping cars. At 8:30 we started westward over K. P. divisions of the Union Pacific Railway for Denver,—and no jollier party ever started on a pleasure trip.

Denver was reached in due time, and all were soon quartered at the St. James and American hotels, and soon thereafter began to taste the genuine hospitality of our western brothers. After dinner, carriages were announced, and we doubt if there ever was a finer display, in this country, than that of the party, as the sixty fine carriages, with prancing horses, filed along Larimer and Arapahoe streets. It was a scene long to be remembered. From all the principal drives can be seen the everlasting snow-capped Rockies, whose peaks pierce the clouds. South, west and north, as far as the eye can reach, is seen one of the grandest sights that can be found. The historic Pike's Peak is in plain view, while away to the west, and north-west, we find Gray's Peak, and Long's Peak, among the highest of the range, and varying in distance of from sixty to one hundred miles, yet plainly discernable with the naked eye. This is due to the rarity of the atmosphere.

As to Denver, itself, we have no language at our command to justly describe

it. When we take into consideration that ten years ago it was but a small town at the base of the Rockies, and even three years ago did not have a foot of sidewalk, only loose planks, and to-day has ten miles of flagging and as much more of some standard kind of walk, will give some idea of the progressiveness, of its inhabitants. And while our eastern cities had, but here and there, an electric light, Denver was lighted by six large towers, and all the principal business houses were lighted by electricity. It is a busy, thriving, enterprising city, whose general appearance is fine, resembling the great City of New York, as far as business facilities are concerned.

The ride over, we were invited to the City Hall, to witness an exhibition of the Fire Apparatus of the city. Here we beheld the finest display of the kind we have ever seen. With all apparently at rest, not a man in sight, except the Chief Engineer, and in five seconds from the striking of the gong, every man was in place, horses hitched, and ready to drive from the house. It was truly wonderful.

In the evening, we were tendered a public reception at the City Hall, where all repaired at 8 o'clock, and were welcomed by Hon. E. J. Brooks, acting mayor, in an able address, at the close of which, he introduced Judge W. S. Decker, who favored us with a fine speech. He was followed by Hon. Geo. S. Clark, Judge James A. Dawson, and Hon. J. D. McGilvary. These gentlemen were true types of Denver's average citizens, and their remarks all conveyed to us the idea that the people of Denver were a working people; that they had accomplished the building up, of not only their city, but themselves, by steady, hard work. The response of the Grand Chief Conductor closed the reception, after which many went again to the Fire Department quarters, and were there entertained until a late hour.

The next day was spent in fraternal calls, shopping and resting, preparatory to the mountain trip of the day following.

Wednesday morning, bright and early, all were in readiness to move. Arriving at the depot we found in waiting, through the kindness of Mr. R. B. Cable, general superintendent of the Denver and Rio Grand railroad, the finest train we have ever seen. Soon the party were seated and on their way toward the "setting sun." In a short time we reached Maniton Springs, where a halt of one hour was ordered, and all enjoyed themselves visiting the springs and places of interest in this mountain town. The ladies of the party came back to the train with a goodly supply of mementoes, and all were refreshed. "All aboard" again and away we glided to Pueblo, where, as we neared the station, the party were surprised to hear the music of a brass band, which we

were informed was our reception, tendered by the good brothers of Arkansas Valley Division No. 36. During the dinner hour and until we again heard the call of "all aboard," they favored us with some very fine selections.

Away we go again—over one of the finest roadbeds we have ever seen, and as to equipment the D. & R. G. is second to none—for the Grand Canyon ; we shall not try to describe it ; it is so wonderfully grand that one must see it to have any idea of its wonderful magnificence. Passing through it we were soon at Salida for supper, and where to sleep was the question. We doubt if ever the town was so full of strangers as on that night. After a good night's rest, in one of the close communion sleepers, we awoke to find ourselves in the midst of one of the grandest sights on the American continent. After a good breakfast, we are again on the way ; this time our train of ten cars is divided, and we proceed in two sections, each one hauled by two monster narrow gauge engines. They could only make about eight miles per hour, with the five cars ; as the grade in places reaches the height of two hundred and twenty feet to the mile. Here we crossed the Continental Divide, from whose summit water flows eastward and westward,—that of the east to the Atlantic or the Gulf of Mexico, and that of the west to the Pacific or Gulf of California. Marshall Pass, the summit of the Divide is about 11,000 feet above sea level, and at this point you are above timber line. On the mountains here the snow lies year after year and age after age. The railway shops, round-house, depot and other buildings are sheltered by an immense shed, so all business is transacted under cover. Here we were somewhat delayed, waiting for the regular passenger train coming up the Pacific slope, but were well repaid by the novelty and beauty of the sight. On we go to the famous Black Canyon, which is as indescribably grand and sublime as the Grand Canyon. The beauty of which made us forget for a time our hunger, for we had been fasting since early morning ; but, at last, Cimarron, the dining station, was reached. We will not undertake to tell the amount of provision consumed lest you think we exaggerate, but we believe we did not leave any provision in that neighborhood.

At 8 p. m. we reached Gunnison City. A large number of the party was quartered at the hotels, while the remainder spent the night in the sleepers attached to the train. Next morning, after an early breakfast, we were transferred to the D. & S. P. division of the Union Pacific, and were again on the way, and after a pleasant ride, we again ascend the Divide. At points the scenery is even grander, than that of the Denver and Rio Grande.

Alpine Pass is duly reached, and we stand on the highest (except one) piece

of railway in the world. Without incident worthy of note, we arrive, at the close of day, at the historic city of Leadville, where some time is spent in finding hotel accommodations. At last all are comfortable. After supper, the evening was passed in looking about the streets of the "Magic City," and we have learned that some of our lady friends were quite successful in a slight speculation they indulged in. We, all, with one accord, voted it an immense city.

Saturday a. m. we started for Denver, and at 8 p. m. found ourselves back in its home-like hotels, where we rested until Sunday at 2 p. m., when we are "homeward bound." At the station we found the train that brought us from Kansas City. It having been held at Denver during our tour on the narrow-gauge roads. There our party began to grow less, and we lose many of its most congenial spirits. Among those who started for home direct, were Mr. and Mrs. W. L. Collins, Mr. and Mrs. H. S. Chapman, Miss Laura Chapman, Mr. and Mrs. W. E. Forker, Mr. and Mrs. F. L. Chase, Mr. and Mrs. Maxwell, Mr. and Mrs. E. M. Corwin and Miss Annie Corwin, and some others whom we do not now call to mind.

At Pueblo, we were again welcomed by Division No. 36, and as the shades of night gathered around us, we bade farewell to our brothers, and taking a farewell look at the Rockies, turned our face eastward. Going via the always reliable A. T. & S. F. line, awaking in the morning at the far famed Dodge City. Many here enjoyed the foot race between the "heavy weights" of the party—brothers Hamilton and Martin. Some of the ladies enjoyed a change, by way of a wheelbarrow ride on the platform.

We breakfasted at Kingsley, and at 10 a. m., were at Nickerson, and noble No. 65, not a whit behind her brothers, received us with cheers and music. A fine band was stationed on the platform, and discoursed such music as set the feet going, and amid the mazes of the waltz the east seemed to vie with the west in maintaining the reputation of each. Here we met the Mayor, brother John Malory, and many brothers of the Order, and among them we noticed brother John Secor, and old-time member of the Order at Aurora, Ill.

Again eastward, and at 2 p. m. we halted at Newton, Kansas for dinner, where many of the party called on brother J. B. W. Johnston, who served them with the finest oysters they have ever eaten, after a very pleasant visit with the good brother and his wife we boarded the train, there we were obliged to bid good-bye to brothers J. C. W. Long and wife, A. G. White and wife, and many others who were obliged to go directly home, via A. T. & S. F. R. R., to Kansas City. At night all were tired enough to retire early, to awake next

morning and find themselves in the great state of Missouri. At 3 p. m. we reached Pacific and left Mr. and Mrs. A. H. Wilson, and the loss to us was indeed great, as the remark was often made "Wherever Mrs. Wilson is the party will always be entertained." We hope to meet them next year, just as happy as we left them, on the platform at their home.

Forward again, and at 3 p. m. we were at St. Louis, and the end of the journey is reached. Here the party that had passed the previous two weeks so pleasantly together, separated, to go to their respective homes, and to the actual business of life, in all probability never all to meet again, and we believe that all unpleasantness and every unkind word was forgotten as we bade farewell to brothers and friends.

Thus we had met many persons that we had never seen before, yet in the short period of two weeks ties were formed that death alone can sever; friendship that will continue year after year, and will grow brighter as age advances.

We, with a large number of our good brothers from Canada, journeyed eastward, and arrived home safely on Thursday, at 2 p. m., November 19th, with many, many pleasant recollections of one of the most pleasant meetings and excursions we have ever been permitted to attend. And may the Grand Chief Conductor of the Universe watch over and guard all of our brothers, and their dear ones, bring us safely through the perils of the year, and permit us to assemble again at Boston in October next, in the full enjoyment of our usual health and strength.

By request we reproduce the register of the party so all can keep it on file. The following is a full list of names of the excursionists.

E. G. Wood, Kansas City.	J. H. Keeper and wife, Dubuque, Ia.
Mrs. Kate Candlass, Emporia.	R. H. Spear, Adrian, Mich.
Alex. Yount, Emporia.	W. H. Given, Des Moines, Ia.
A. G. White and wife, Emporia.	M. T. McCabe, Chicago, Ill.
George L. Woolin, St. Thomas, Ont.	G. W. Well and sister, Springfield, Ill.
A. L. Devoe, South Pueblo.	W. B. Bonti, Crested Buttes, Col.
George Newman, South Pueblo.	J. E. Dunan, Wushawaka, Ind.
A. M. Wisington, Cairo, Ills.	J. H. Bailey, Hornellsville, N. Y.
A. N. Smith, Longview, Texas.	E. E. Potter and wife, Elmira, N. Y.
F. Derouine, South Quebec, Canada.	I. F. Anderson and wife, Detroit, Mich.
G. S. Hoffeker, Wilmington, Del.	J. Depue, Hornellsville, N. Y.
H. Shew, Baltimore, Md.	A. Depue and wife, Hornellsville, N. Y.
A. Hall, South Willington, Conn.	Fred S. Chase and wife, St. Paul, Minn.
O. Hall, South Willington, Conn.	E. L. Paisley and wife, Cleveland, O.
I. F. Anderson and wife, Cleveland, Ohio.	Allen Potter and wife, Burlington, Ia.
James Anderson and wife, Windsor, Ont.	F. Rosencrans and wife, Port Jervis, N. Y.
A. J. Gibson and wife, Cairo, Ills.	W. S. Hemperley, Harrisburg, Pa.
E. Coman and wife, Kansas City.	W. L. Park, North Platte, Neb.
C. Milliken and wife, Denver.	G. R. Cumming, Geneva, N. Y.

- Fred E. C. Hartman and wife, Decatur, Ills. Edward W. Burch, St. Louis.
 A. E. Gaylord and wife, Cedar Rapids, Iowa. E. A. Kriger and wife, Corning, N. Y.
 Duncan Stewart, St. Thomas. H. R. May and wife, Corning, N. Y.
 Thomas Robinson, Windsor. C. D. Stannard and wife, Hornellsville, N. Y.
 Thomas J. McLees, Corning, N. Y. W. W. Henderson and wife, Battle Creek, Mich.
 George C. Rainey, wife and child, Windsor. J. C. Whissen, New Castle, Pa.
 George B. Wright and wife, Elmira, N. Y. Thomas Hughes, Bloomington, Ill.
 W. L. Collins and wife, Hornellsville, N. Y. James Laughlin, Kansas City, Mo.
 A. L. Ingham and wife, Hornellsville, N. Y. A. A. Patetngill and wife, Elmira, N. Y.
 A. Leversige and wife, Chihuahua, Mex. H. W. Wilson and wife, Cleveland, O.
 W. Webster, Oneonta, N. Y. H. Hurty and wife, Elmira, N. Y.
 I. J. Heaxero and wife, Dubuque, Iowa. A. J. Hornbeck, Port, Jervis, N. Y.
 E. S. McGee and lady, Broom, Iowa. J. H. Elliott, Belleville.
 J. D. Hamilton, Stratford, Ont. L. P. Martin and wife, St. Louis, Mo.
 A. McVean, London, Ont. H. M. Northaux, Meadville, Pa.
 O. F. Milliken, Chicago. R. B. Crawford and wife, Winnipeg, Mani'ba
 John Trumbull, London, Ont. T. W. Tucker and wife, Milwaukee, Wis.
 D. W. Blackburn, Keokuk, Iowa. A. T. Sholes and wife, Wyandotte, Kan.
 D. Gilson and wife, Keokuk, Iowa. W. B. Sayward, Bloomington, Ill.
 W. H. Voorhees and wife, Burlington, Iowa. A. H. Wilson and wife, Pacific, Mo.
 E. M. Corwin and wife, Burlington, Iowa. Miss B. F. Eli, St. Louis, Mo.
 W. C. Cross and wife, Burlington, Iowa. A. S. Parker and wife, Battle Creek, Mich.
 E. A. Patten and wife, Burlington, Iowa. Mrs. R. E. Fitzgerald, St. Louis, Mo.
 B. F. Keener and wife, Easton, Pa. T. J. Fitzgerald, St. Louis, Mo.
 F. A. Thompson and wife, Toronto, Canada. Miss Katie Burnett, Kansas City, Mo.
 Sam Defries, Toronto, Canada. J. B. Howland and wife, Corning, N. Y.
 William Spur and wife, Houston, Texas. R. M. Gilkerson, Toronto, Ont.
 H. P. Mathews and wife, Houston, Texas. F. C. Aechternacht, Wyandotte, Kan.
 F. L. Taft, Parsons, Kansas. C. H. Simms, Kansas City.
 W. D. Bornfy, Springfield, Neb. Miss Delia Coy, Kansas City.
 M. D. Dillard, Springfield, Neb. Miss Mary Laughlin, Kansas City.
 L. C. Parsons, Springfield, Neb. A. P. Forrest and wife, Albertlee, Minn.
 J. T. Carr, Springfield, Neb. E. A. Sadd, Chicago.
 F. G. Crowell, Otterman, Iowa. W. R. Bell, Fort Worth, Tex.
 George Longhridge, Creston, Iowa. Mrs. W. R. Bell, Fort Worth, Tex.
 Mr. Geo. Blue and wife, Los Vegas, N. M. H. S. Chapman, wife and child, Lockport, N. Y.
 W. H. Hourless, Danville, Ill. W. W. Flat, Wabash, Campbell, Mo.
 J. H. Archer, Cleveland, Ohio. Mrs. W. S. Flat, Quincy, Ill.
 W. H. Ingram, St. Thomas, Canada. Miss A. B. Bliss, Hannibal, Mo.
 Ben Arnum, St. Thomas, Ont. Miss Maggie Wheeler, St. Louis.
 E. M. Van Way, Springfield, Ills. George C. Rainey and wife, Arizona.
 Samuel Young, Rock Island, Ills. W. B. Moore, Kansas City.
 James Ogilvie, Hamilton, Canada. A. A. Love, Buffalo, N. Y.
 R. Dautche, Hamilton, Canada. Lient-Gov. R. A. Campbell, wife and child,
 R. H. McKay, Hamilton, Canada. St. Louis, Mo.
 George Clark, Winnipeg, Canada. C. S. Wheaton, Elmira, N. Y.
 R. R. McArron, Winnipeg, Canada. Mrs. C. S. Wheaton, Elmira, N. Y.
 C. R. Marsh and wife, Nickerson, Kansas. E. O. Soule and wife, Cedar Rapids, Iowa.
 J. N. Woods and wife, Nickerson, Kansas. Mrs. T. A. Davis, Cedar Rapids, Ia.
 J. C. W. Long and wife, Fort Wayne, Ind. F. S. Buffington and wife, Salamanca, N. Y.
 S. A. Rathburn, Denver. J. D. Hare and wife, Cameron, N. Y.

W. M. Wheeler and wife, St. Louis.	Mr. William Halleck, Denver.
H. W. Orrill, Terre Haute, Ind.	J. G. Hornbeck, Port Jervis, N. Y.
C. A. Armacost, Baltimore.	R. H. McKay, Hamilton, Ont.
W. H. Crosby, Clinton, Iowa.	A. B. Gibson and wife, Cairo, Ill.
Samuel Phipps and wife Phillipsburg, N. J.	Jules Alvord and wife, Fort Worth, Tex.
C. A. Fitzgerald and wife, Madison, Wis.	F. W. Flint, St. Albans, Vt.
S. M. Barnitz, Phillipsburg, N. J.	Charles E. Pettyman, Neosho, Mo.
John Mahan, Easton, Pa.	F. G. Fisher, Wyandotte, Kan.
William Kitchay, Easton, Pa.	F. M. Vanway, Springfield, Ill.
E. P. Storm and wife, Sag Harbor, N. Y.	G. R. Hammond and wife, North Platte, Neb.
Charles B. Ballou, Murphysboro, Ill.	W. H. Fulkner, Port Jervis, N. Y.
James Anderson, Windsor, Ontario.	J. A. Farnham, Salamanca, N. Y.
T. C. Liphard and wife, SePalia, Mo.	W. D. Hall and wife, Port Jervis, N. Y.
J. J. Lonergan, Wabash, Moberly, Mo.	C. A. Millard, Elmira, N. Y.
J. T. Thompson, Toronto, Canada.	George J. Mohler and wife, Muscantine, Ia.
J. P. Herrington, Sedalia, Mo.	D. H. Blackwell and lady, Lee County, Tex.
J. H. Stowell and wife, Elmira, N. Y.	C. C. Rice, Battle Creek, Mich.
R. A. Mead and wife, Oneonta, N. Y.	J. B. Judd and wife, Elmira, N. Y.
J. S., Marwell and wife, Crockston, Minn.	N. Degon, Turner Junction, Ill.
E. B. Hunt and daughter, Meadville, Pa.	E. L. Fay and wife, Springfield, Mo.
W. E. Forker and wife, Burlington, Iowa.	W. Kellogg, Fort Worth, Texas.

We clip from the *Elmira Advertiser* the following report of one of the most pleasant receptions ever enjoyed by our brothers.—[EDITOR.]

THE RAILROAD CONDUCTORS' BALL AT MASONIC TEMPLE LAST EVENING.

No more pleasant or congenial party has been held in the city this year than the reception at Masonic hall last night, given by the Elmira division, number nine, of the Order of Railway Conductors. Railroad men are noted for the fraternal feeling existing between them and among no class is this more marked than among conductors. The truth of this might have been witnessed by any one present last night, and noticing the evident cordiality and good feeling existing. The ball was given in honor of a visit from Grand Secretary and Treasurer W. P. Daniels, who, with his wife, has been spending some days in the city. About seventy couples were in attendance. Among these were representatives from all the local railroads and a number from other roads. Among the latter were noticed, E. W. Hammond, of the U. P. R., North Platte, Nebraska, E. C. Hammond, also from the west, formerly of the P. & E. road, G. W. Slair, of Fargo, a conductor on the Northern Pacific, J. F. Reeder, of Port Jervis, of the eastern division of the Erie, and others. Among other guests were Mrs. B. F. Keener, and Mrs. T. W. Richards, of Easton, with their husbands, Lehigh Valley conductors.

Grand Chief Conductor C. S. Wheaton, H. Hurty and C. A. Millard, of the Erie; J. Bowerozan, of the D. L. & W., and J. H. Stowell, of the Lehigh Valley railroads, acted as a reception committee, and George B. Wright, C. A. Ward, C. A. Wood, G. W. Slair and B. F. Keener, as a floor committee. A glance at the names is sufficient evidence that nothing was left undone for the

convenience or pleasure of guests. Conductors Morgan Wood, "Hi" Hurty George B. Wright, and Aaron DePew, of the Erie, and Sheriff George E. Stanley, ex-conductor of the U. I. & E., represented the "old boys" of the road, and among them they came near monopolizing the honors of the evening, as Conductor Wright was called the handsomest man in the room, Conductor Wood the best dancer, Sheriff Stanley the "mildest mannered man," while Conductor Hurty was acknowledged to be the greatest favorite with the ladies. However, some of the younger knights of the punch need feel no jealousy, judging from some of the complimentary words spoken of them. "Twenty-five minutes for refreshments" were given at the end of the thirteenth dance, the quadrille run, after which Conductor Wright called out "All aboard for a quadrille," and the dance went on through the stations, Lanciers, Virginia Reel, Monie Musk, etc., pulling into the home station about 3 o'clock this morning on schedule time and without a mishap Driscoll's fine orchestra furnished the music, and every arrangement was it should be. Upon the whole it was one of the most enjoyable events of the season.

CANED.

A special meeting of the Elmira Division, No. 9, of our order, held on Sunday evening, Dec. 2, in order that the brothers might become better acquainted, some fifty were in attendance. Speeches were made by brother A. D. Thompson, (one of the oldest Conductors in the United States,) and brothers Wood, Millard and Wright, of No. 9, and brother Shultz, of No. 8, also brothers Hovey and Hutchins, of No. 10. Just at the close of the meeting an elegant gold-headed cane was presented to brother W. P. Daniels, by one of the members in behalf the Division No. 9. To say the brother was surprised hardly expresses it, and could hardly find words to express his thanks for the beautiful gift. It was one of the most pleasant occasions in the history of this old Division.

SUBSCRIPTIONS.

We are not advised at this writing as to how many have enrolled their names on our list; but we hope February will find all our brothers booked for our organ.

The work of soliciting subscribers is one from which no brother is exempt, and the more faithfully this work is performed the greater will be our financial success.

If the brothers adopt the *wait and see* policy, they will see a financial failure; while with a little help from each success is secure.

WAITING FOR OPPORTUNITIES.

Many persons, while admitting the insignificance of their lives, and regretting how little they contribute to general happiness, ascribe it to the want of opportunity. They are looking forward to a time when some marked event shall develop and bring out all those good elements in their characters which now, for lack of favorable conditions, lie dormant. But they waste a great portion of their lives, for the opportunities which they seek, rarely, if ever come to them.

Every claim of duty, the work of each hour, the daily vexations and troubles, the wrong and sorrow we are called upon to bear, are the materials from which character is formed. But in waiting to accomplish great deeds, we forget these little things, and think because they are so small, they do not affect the important problem of life.

Some look upon important contests and fancy they would be willing to suffer martyrdom, or severe affliction, if they could only become heroic and illustrious. They long, in imagination, for an opportunity to sacrifice their all, in order to accomplish the desired end ; while at the same time, they make themselves and others unhappy by their discontent.

We may not all be great heroes, yet we may do many brave and heroic deeds. There are wrongs to be righted, and many rough places to be smoothed, if pride and selfishness did not conceal the way, but too much moral courage is required, and the opportunity goes by.

We boast much of our strength until tested, we find how weak we are. In aiming high, we are apt to think the work just before us too humble or menial. "Looking heavenward is grand, but easy, working earthward bows the head and tires the back."

In the lives of all, there are many opportunities, and great things to be done, if we did not sit with folded hands. In a single day, a hundred chances may be found of doing and receiving good. Little acts of kindness toward the deserving, affectionate answers to turn away wrath, self-denials to brighten the way of the unfortunate, are small things, but they lead to greater and better ones. And in that "good time coming" those that wish then, a plentiful, or even a partial harvest, must sow the seed now, and keep the ground mellow by work.

We will publish in our February number a beautiful poem from the pen of brother E. H. Belknap, that will greatly interest soldiers of the late war.

ROODHOUSE DIVISION NO. 96.

On Sunday, December 9th, Special Deputy L. R. Carver, ably assisted by brothers E. H. Belknap, Div. No. 83, G. C. C.; E. W. Thomas, Div. No. 87, A. G. G. C.; Dan. Donahue, Div. No. 87, G. S. & T.; Sam. Young, Div. No. 81, G. S. C.; F. Hamilton, Div. No. 81, G. J. C.; W. O. Willis, Div. No. 81, G. I. S.; G. M. Waldron, Div. 87, G. O. S., acting as Grand Officers on the occasion, at which time Messrs. J. L. Boyges, B. Hutchinson, H. A. Perry, E. D. Proctor, S. D. Smith, Thomas Delong, Charles W. Whimsett, J. M. Boyden, S. M. Freeman, Antony Johnson, T. J. Lemson, R. H. Moore, Wm. Merritt, W. Tytus, James R. Glum, Wm. Groves, W. D. West, L. W. Sanford, T. Campbell, J. T. Daley, C. S. Miles and C. F. Hart were duly initiated and promoted, and the usual instruction given, when brothers Donahue, Boyges and Wimsett, were appointed tellers, and the following officers were elected and installed :

C. C., Antony Johnson.
 A. C. C., E. D. Proctor.
 S. & T., C. W. Wimsett.
 S. C., R. H. Moore.
 J. C., T. J. Lemson.
 I. S., J. M. Boyden.
 O. S., Thomas Delong.

Correspondent Railway Conductor's Monthly, J. M. Boyden.

We are pleased to note that brother P. G. C., C. A. Stanchfield was present and assisted, as he always does, in the forming of the new Division. Brother Carver desires to return thanks to all the brothers who were present and so kindly assisted him in his work.

One brother of our order forwarded brother Daniels, on the first day of December, fifty subscribers and the *cash*, and not one of his subscribers were members of the order, and we since learn that he has twenty-five more. Many Divisions are doing nicely, some have over one hundred names now.

Brothers, let us each and all take hold of the work and continue in it until our circulation is at least 20,000; we can make it so if we will. Let us see if every division cannot give us a list equal to her number of members, this assures us a circulation of 3,500,

We are sorry to see the indifference on the part of some divisions. Only taking one copy to see what it is like will not make it a financial success.

FRATERNAL DEPARTMENT.

A FEW RAMBLING THOUGHTS.

To the readers of the Order of Railway Conductors' Monthly Magazine, I can heartily say a "Happy New Year."

In accepting the position tendered me, by our Worthy Grand Chief Conductor, I did it not in honor of his judgment in the selection he made, but only in the hope that the sooner he saw his mistake he would then select some one more used to the work of instructing the public, and the work of framing ideas and words, which are to fill these pages, and prove to its readers, and also to its supporters, whether it shall be a success from both an instructive and a financial point of view.

The world is filled with writers of facts, fiction and falsehoods, and perhaps the latter embraces fully as large a proportion as all others combined. Of the first there are many noble, grand and brilliant examples, yet how few of their writings and teachings ever reach the masses of the people, and possibly this applies fully as much to the class known as railroad men as any others. Not but what they read many useful books oft times, as well as leading papers of the day, but as a rule their time is very limited. They are apt to glance over the current news, the columns which tell you of the numerous and shocking crimes committed, of railroad accidents, the last chapter of Peck's bad boy, the whereabouts of the remnant of the James' gang, and so on, glancing at all the items of exciting interest, in the whirl and din of every day life. But they find nothing or at least so little, which is especially adapted to the moral interest or advancement, in a reformatory or better way, for the classes of society which this Magazine is intended to represent. As regards the works of fiction I will only add one thought. For every reader, or nearly so, in this enlightened land to-day, there is a writer. And although "truth is sometimes stranger than fiction," would that all were a little more strange to the latter, and better acquainted with, more familiar with, and had stronger attachments towards the former. Do not misconstrue me to say there are not men of this class (railroad men,) who are not almost constant readers of good works, and are owners of books, full of rich merit and worth, both for their reading, for their families and friends. But there remains a larger class, who are drifting around from one place to another, so often changing their stopping place, (called by them their home,) who have but very little to study and read, which

particularly interests them in their occupation which brings them and their families a livelihood.

The nearer you bring the people of the world together, the better acquainted they are with one another, the more charity we feel willing to extend toward all who do not chance to think and act in perfect accordance with our own views. And as we cannot all visit each other, as space is too large, and life is too short, then the speaker, the pulpit or the press, must do all the rest. How important then that we have a truthful, honest speaker, a charitable but christian pulpit, and a press, which lifts its silent, yet persuasive voice, for the elevating and christianizing of the people, as well as for their enlightenment. And as to the contents of this Magazine, although the writers may not be able to cope with the learned and highly educated men of this age, still what is written by many may prove more interesting, and possibly more beneficial, yea, quite as lasting as whole volumes of books, which we, as a class, have neither the time nor the inclination to peruse. That there may be nothing in all these pages but what will bear the strictest scrutiny in its moral tone, I most sincerely hope, and not only hope, but from the character and standing of its chief editor, I am so certain, that I have no fears, and also any one who writes for its columns, will feel a personal pride in not only giving every sentence a tone of purity, but also an ennobling, truthful and healthy echo, such as may resound to the credit and profit, not only of the members of the O. R. C., but to all the profession, of which they belong. Let its pages be filled with gems suitable for such to read, and not only them, but even our employers to the loftiest position attainable, may read them not only with pleasure, but with benefit to themselves. Not that this latter is our mission, our duty or our object in any view as a society, but if they see from the tenor of its writings, and our actions accord therewith, they can at least but welcome the good results which may arise. And now, as I am aware there will be so many that will address their remarks to the wants, wishes and needs of this order, pardon me for addressing the class of railway conductors who do not belong to the order. And first we will all admit, as all know, there are just as good conductors and just as good men outside as there are within, and then you will ask what then are any of the advantages which can be gained by belonging to a Division of the Order of Railway Conductors? and be patient with me while I add, there seems to be an idea prevalent in the minds of some employes and employers that it must necessarily, because being a secret order, be antagonistic to the interests of the latter, and that portion of the former who are not members. Nothing can be or is farther from the truth in both cases.

To the first they are not only expected to but are required to be faithful in every discharge of their duty, and all principles, teachings and requirements are based on the duty we owe them, as taught by the best of books, and the duty we owe one another towards elevating the moral standard and daily life of every railroad employe. To look after the sick and afflicted of their families, and themselves, and each help in his own best way to provide a mite for their comfort in sickness and distress. And when death summons him away to his final home, then by voluntary contribution, of a trifle from each and every one, his family and loved ones may not be left entirely to the cold charity of a busy and thoughtless world, but entitled to relief. And we see that they do receive a little to carry them along the remainder of the journey of life.

Again, there are fifty-two evenings in every year, where each and every member, if so situated that he can attend, will, or may, find him in the Division room, where it is not only a pleasure for him to be, but also an honor to himself, his family and friends. How many a young man, who has no where to go, can be benefitted by these meetings, receive the advice, encouragement and instruction of conductors who have had years of experience; and how many of the latter class feel how little they even know, in what really goes towards benefitting themselves, and helps them to battle in the great warfare going on in the life of every one? I leave each and every man to answer for himself. To those who are outside of the Division doors, none are barred, who are willing to reach the standard which goes to make a competent conductor; who will be temperate, moral, upright, and reflect honor on the society of which he becomes a member. To those who wish to become members for the sake of emolument or profit, in a monetary sense, there is little encouragement, and to all such the doors are not, and I trust never will be open. The honor simply consists in helping each other along the thorny way of life, and striving to excel each other in being worthy to be called efficient as regards our duty and business, and answer to the name of gentlemen to all with whom it is our fortune to come in contact. Here lies a broad and ample field of labor, in which every one may take an active part, while good and lasting results follow, not only to themselves, but to all around them. And you must bear in mind this cannot be accomplished by the simple process of enrolling our names on any parchment, and the payment of the little mite required of us and then fold our hands, sit down, and wait for some one else to make it a grand success. Even the sluggards, in every or any circle or society are its worst enemies, its greatest drawbacks, and it takes the combined and united effort of all

to make any good work or institution a grand success. This truth applies to every branch of the state, religious or social and moral works.

With the beginning of the new year comes the first issue of this magazine. If we have five thousand subscribers it may and can be a grand success for the dissemination of items of truth that will interest every one of its readers, and prove a healthy, ennobling medium for the distribution of good words and good cheer, perpetuating a concert of unity and "perpetual friendship," which has hitherto been unknown. Nearly every church, society and sect in the world has its paper, pamphlet or magazine, and that this may be made equal to, or the best of any, counting the price, depends entirely on the interest every member of the order takes in placing not only his own, but encouraging his neighbor to place his name to the present subscription list, and see to it that there is no faltering or falling away when another year comes. For if the present editorial corps are not competent to make it worthy in proportion to the means given them for its support, it is your province to retire them at any time, and place men there who can satisfactorily and faithfully fulfill the duties you assign them, and who have accepted this trust. There are so many worthy and competent members who are contributors, even in short sketches of life's realities, which they daily pass through, which will be of so much interest to nearly every one, and one short article written each month by such will fill these few columns with new thoughts, ideas and passages of interest which will more than compensate every one for the pittance you gave for its support. It is not the price we pay for any article, but the benefit and goodness we receive from it, which determines its worth. So with this magazine, it may be dear at twenty-five cents a year, or cheap at ten times the amount, according to its ability and worth, as a readable and meritorious magazine. Its success then consists of these things : First, the ready means offered ; second, the generous support it receives, and lastly the interest taken in it, and the future encouragement given by all who voted in the Grand Division in 1883 that the time had arrived when we needed an organ to faithfully, honestly and earnestly portray and define the principles of the order. I, for one, look forward to its success with bright hopes, and while admitting and also realizing that nearly every member is but a novice, like myself, in the matter of writing, far less editing a paper. Still, before the year we are commencing rolls round, I confidently anticipate the pleasure in reading its pages, feeling sure that the contents thereof are honorable to the class who are now giving it encouragement in its infancy.

Pardon me, my friends and brothers, for the space I have occupied in giving

you these rambling thoughts, and when you have done this, which will at least be one noble effort of your life, pledge yourself with the writer to commence this new year resolved to do our duty better than ever before, to convince ourselves and show to the world that we have advanced in all things pertaining to the duties of our profession in our daily life, and in the little things around our own fireside and among our fellow men, and show to all that we wish to be true gentlemen.

E. H. BELKNAP.
L. R. CARVER.

"DIVISION 38."

I would like to say through the Monthly,
In behalf of Division thirty-eight,
Whose home is in the Capitol City
Of the beautiful young Hawkeye state.

Her members are honest and faithful,
For the good of the Order at large,
And the work in their own Division,
With pride and pleasure discharge.

Her membership is daily increasing
With men of the very best stamp,
And, I don't think there is one of her members
Who is out of work, or on the tramp.

Her bank account is quite lengthy,
And if no ill luck should betide,
She soon will feel much like a Rothschild
All bloated with lucrative pride.

Her coaches bear the brightest of varnish,
Her flags are all silken and gold,
And she has ne'er forsaken a brother
Or deserted him when out in the cold.

Her beautiful lanterns of silver
Cast their rays on that glorious book,
Whose teachings if faithfully followed,
Will carry us safely over the brook.

She teachers each one of her members,
To make of themselves better men ;
Parental guiding their footsteps
Away from the rum-seller's den.

She also tells them to place honor
 Above all else in this life,
 That sobriety, is very essential
 To keep up one's end in the strife.

She tells them to make their profession
 Honored, by all far and near,
 And show to each one of their patrons,
 How they are to all of them dear.

Guarding their loved and dear ones
 Safely through storms of the night,
 So warmly and cosily sleeping,
 Bringing them back to their sight.

And now I will say to our brothers,
 O'er all the land, far and wide;
 That she would be happy to meet ;
 And welcome you, to her fireside.

If then you should visit Des Moines,
 Whether arriving early or late,
 Please don't forget that the latch-string
 Is ever out at old thirty-eight.

Des Moines, Ia., Dec. 1, 1883.

VAN GINKLE.

LOCKPORT, N. Y., November 20, 1883.

RAILWAY CONDUCTOR'S MONTHLY—

Dear Editor: In accordance with your request, I will endeavor to furnish an occasional communication for our new "Monthly," and shall make no apology for inexperience or other short comings in a journalistic sense. If my letters are entirely devoid of interest, consign them to the waste basket, but expect no rare literary ability from your humble servant.

Our order now numbers three thousand two hundred and fifty members, with seven places ready to organize. We should show at the next Grand Division a membership of four thousand five hundred members. We commence the year with the most flattering prospects, and under the most favorable circumstances. A large, enthusiastic and growing membership. A balance of \$2,500 on hand. Every one of the ninety-two Divisions in good working order, and with worthy and able Grand Officers to manage the affairs of the order, our success seems assured. There are, however, duties which the individual members owe to the order and to themselves. First, a liberal sup-

port and patronage of our new "Monthly," and without such support it cannot be made a success. Second, their personal and active co-operation in our Insurance Association, which now has a membership of about six hundred, and which should be increased one thousand members within the year. We are the only Insurance Association which pays no salaries to its officers, and the only one that pays its postage, printing, and other incidental expenses out of the general fund of the order, and without assessment upon its members for such expenses. Summed up, the membership fee when joining is \$2.50, two dollars of which is placed in the Grand Treasury to meet death or disability losses, and the fifty cents pays for the necessary certificates of membership. It will be seen that two advance assessments are always on hand, so that in the event of two deaths in one month, the funds are on hand to pay such losses without waiting to collect the money. Then an assessment of one dollar is made upon every member of the Insurance Association for each death or disability that occurs. No members of our order, unless largely insured in other associations should be longer without the protection of our insurance. You know not what a day may bring forth. You may leave home to-day in the full flush of manly health and strength, and ere another sun shall dawn be brought back a mangled and bleeding corpse. How cheerless must be the future for the widow and orphans of these daily catastrophes, deprived at one stroke of their natural protector and support, frequently left with no means, and unless insured they must be the recipients of a grudging charity. My brothers, you should no longer put off this important matter unless you are well insured. Enroll your names with us at once, and make timely and suitable provisions for the wife, orphans, or perhaps aged parents, who may be left behind. One other duty, which as members, you owe to the order, is to attend, so far as possible, all meetings of your Division, and exercise your right in the ballot-box. Be careful who you admit to membership. Before casting an elective ballot convince yourself that the petitioner is a man of good moral character, temperate habits, and a competent and capable conductor; one that should he be unfortunate enough to lose his situation, you could conscientiously recommend him to the superintendent of another road, as a conductor worthy and capable of a situation. Much depends upon every individual member of the order to make the meetings of the Divisions attractive and interesting. Our ceremonies are impressive and instructive, and every officer and member should aim to keep alive the friendly and brotherly feeling taught us in the Division room.

Now, one word in regard to a resolution adopted at Kansas City, and I am

done. The resolution was as follows : "Resolved, That we will use all honorable means to discountenance the use of intoxicating liquors while in the discharge of train duties, and while in the transaction of any business relative to the Order of Railway Conductors." I find in the November Railroader, a criticism from the pen of the Editor of that paper, in which he says, "The spirit of the resolution is right, though the wording is somewhat unfortunate, permitting the captious to construe it into an apology for drunkenness of members while not on duty. Such a condition as intoxication off duty and sobriety on duty is to say the least anomalous." I submit, Mr. editor, that no other person save the gifted editor of the Railroader could construe that resolution, to give license to the members of the Order of Railroad Conductors to drunkenness off duty. The editor of the Railroader well knows that no member of the order can be drunk, either on or off duty without subjecting himself to immediate punishment. He well knows that the spirit of that resolution has a broader and nobler scope than he has seen fit to give it. It does not confine our efforts simply within our membership it extends to every branch of the train service, and wherever we see or hear of liquor being used by train men, on duty, no matter what their position, we are to use all honorable means to discontinue it. We recommend temperance at all times and under all circumstances—and we go farther than that, we recommend total abstinence, not only to our members, BUT TO ALL TRAIN EMPLOYEES WHILE ON DUTY. We are willing that our positions in this respect shall be so plain that no one can mistake it, and though the editor of the Railroader sees fit to belittle our efforts, yet we believe that our objects will meet the approval of all right minded persons.

Faternally yours,

H. S. CHAPMAN.

A CHRISTMAS STORY FOR CHILDREN.

Ha, ha, ha ! I must hang up my stocking to-night, and bury my head away out of sight ;
Even now I hear the gay bells a tuning, and I know that Santa Claus must be coming.

Just one year ago, how the wind was blowing, you could scarcely see, my, how it was snowing,
So I laid me away in my snug little bed, and pulled the clothes clear over my head.

But little was the sleep I could get that night, 'cause Santa and his elks were almost in sight,
So I hid me up at the morning dawn, for fear that Santa Claus had already gone.

Then I looked for my stockings, but no where 'round, a nice new pair but they couldn't be found
And it seemed to me I would have to put my boots on without, or be "Little Barefoot."

But at last when almost in grim despair, I had given up finding my stockings, there
Pinned fast to the mantle in gorgeous array, were the stockings I was to wear that day.

Oh, how I laughed when I took them down; not even one wrinkle or even one frown,
But my face all smiles as I tried to pull the contents out, but they were so full.

(The stockings I mean,) so I made one grab, which gave my fingers a terrible stab,
With a pin which Santa had placed in the top, and I danced and cried, I could hardly stop.

But my, he had filled them so very full. And I tugged and worked, as I tried to pull
Them out, and I laid them out on the floor, for I had never seen such a sight before.

But at last I got them arranged in a pile, and I know it would make you vouchsafe a smile.
As my eyes told the tale, I was never as gay, as I was on the morn of last Christmas day.

Five sticks of candy, one large candy mouse, with a real looking tail but "nix cuma rouse"
For the tail pulled out, then I really knew, it was not alive, for the tail was blue.

Six pop-corn balls, lots of chewing gum, and a dog and cat, but they were dumb;
Peppermint lozenges, drops of lemon and cream, and four mules to drive in a tandem team.

But last of all away down near the toe, was something I knew I could easily blow;
It has been my longing since I was born, a tiny brass thing called a trumpet horn.

It is now just about one year ago, I have played all the tunes I really know;
So I thank you dear Santa, bring me this year, something I love that is just as dear.

And I know you will, Mamma told me to day, that Santa Claus never missed coming this way;
Just bring me anything whatever you will, while I promise to be a good boy still.

But for fear that you'll forget some way or other, please do not neglect my wee bit of a brother,
And one little sister, every one says, she is a great deal better than I ever can be.

I will lay me down in my bed once more, lay my stockings just where I did before,
And my little prayer be that Jesus will send me His love by Santa, my next best friend.

E. H. B.

BRO. C. S. WHEATON, G. C. C.:

Nothing that might have been done at the recent meeting of the Grand Division at Kansas City, could have afforded me more pleasure than the passing of the resolution which will provide a journal to represent the especial interests of the Order of Railway Conductors. I have long felt that there was nothing so much needed by the Order as a well managed and ably edited magazine—one that would place before its members news pertaining to their particular line of work, and discuss questions of interest to their profession. When we consider that men in almost every other line of duty have literature of this kind, we cannot but wonder that a class of men possessing an average amount of intelligence, and who are in an intricate and complicated business, having thousands of lives and thousands of dollars of property placed in their charge each year. With friends and co-laborers scattered all over the broad land, from whom they can scarcely expect to hear, except through a medium of this kind, it is strange, to say the least, that we have not had a journal before, and that it will be appreciated, when it does make its appearance, there surely ought not to be a doubt. While many of us are not personally acquainted with yourself or associate editors, we are happy in the

knowledge that you possess a reputation that will at once inspire interest and confidence in its contents and management. But there is one thing we must not forget, no matter how competent or faithful the editor may be he cannot make a full and complete success without the assistance of the brothers. Therefore I hope they will realize that correspondents and subscribers he must have, and it is each one's important duty to provide his share, and not try to shoulder it upon the "other fellow," because he has more time or ability. I sincerely hope that each Division may take up this matter and thoroughly discuss it, thereby working up a small boom of his own for the Railway Conductor's Monthly. While we are speaking of Divisions, will say that Des Moines Division, No. 38, is enjoying an unprecedented advancement in growth, frequently necessitating special meetings to dispose of the initiations, beside the admission by card of several members of defunct Divisions of the Order. We have, also, been especially fortunate in our candidates, they having all been worthy men and successful conductors. In fact, brother G. C. C., if you are looking for a cornerstone for the magnificent structure you are erecting, whose foundation is quite finished, you can select Division 38 to fill the important niche, without any fear of its crumbling. Wishing you the greatest success, I am yours in

Perpetual friendship,

VAN GINKLE.

Des Moines, Iowa.

HAPPY NEW YEAR.

One second of time goes by, and scarcely one thought or word—
It is the smallest measure of time to us, for only the ticking is heard ;
The mind acts quick to grasp the thought, in the twinkling of an eye
The minutes come and take the place, of the seconds passing by.

A moment of time is the mites combined, and although greater by far,
They fly like the meteor seen at night, pass away like the shooting star ;
They number the dots on the dial plate, of the clock in yon lofty tower,
And leave their record in the silent circle for each and every hour.

Sixty minutes passed without being asked, one hour of time has fled,
The hand on the dial passes along, while another one comes instead.
In the bright sunny youth how long between, how different it is to-day,
Before one is gone the next seems here, they all pass quickly away.

Here comes the day, we now look back, how has it passed with me ?
Have I carried the burden of one poor heart ; have I opened my eyes to see
Whether my duty is done as the day passes by ; or something laid up in store,
Or does this come as the last has gone, just like the one before.

The week with its six days work, and the Sabbath one day of rest,
'Tis the work we do that inspireth us, 'tis all that makes it the best,
For He who created the world foresaw a part of His infinite plan ;
Man was not made for the Sabbath, but the Sabbath designed for man.

Now a month of time glides quickly ; passing on as the rest have done
A little more length in the race of life ; more victories lost or won ;
The seasons pass, our visions can tell, how time glides swiftly by,
While the new born babe takes the place of somebody called to die.

And now comes the year, which containeth all, in looking back we see
Much that is plain, but how much more, a mystery to you and me.
These divisions of time how intricate—one going the other draws near ;
So we bid good-bye to the one just passed, and welcome the glad New Year.

To the rich, the poor, the bond or free ; to saint or sinner the same ;
To the king on his throne, in his majesty ; the tramp without title or name
To-day the New Year dawns once more, and comes as a welcome guest,
Trusting us to be kinder than we have been, to even all the rest.

The good and bad deeds, in the one just gone, look over and compare ;
Place side by side, yea, balance them ; see which has the lions share.
For every ill we have done, we have lightened the load of our heart ;
Have we carried our brothers burden and acted the christians part ?

Has the passing year taught us to be faithful, to be just and kind and true ?
Do we part in sorrow for the little good done as we welcome the new ?
Does this with its halo, its tidings of joy, its welcome of good bright cheer
Bring with it a pang or gleam of hope, as we think of the passing year ?

These are questions for us to answer, some answer we must give.
Although the wicked rise to power, while the righteous scarcely live,
There cometh a day to every one, when they will be called to meet
Some One who keeps the record correct, looks over the balance sheet.

Hail, Happy New Year, a welcome guest, bright harbinger of love !
The Christmas Chimes have scarce died out ; and the God who ruleth above
Has reviewed the feast prepared again and we are permitted to live.
In return for all this what are the thanks, what are we willing to give ?

We can all give one days labor, to those more needy than we ;
So many tossing with fever and pain, we can often go and see.
We can lay some sins at our own door, although unpleasant the sound,
And many a one of our fellow men, throw the mantle of charity around.

We can bridle the tongue that is ever ready, with news foreboding ill ;
We can speak of all the good acts we see, of the rest incline to keep still ;
We can lend a brother a helping hand, even take a brother's part,
Can practice one sublime command, to cheer one broken heart.

Yea, help our neighbor, to cheer his way, showing a little good will,
Can carry one of the loads each day, while climbing up the hill ;
So we lighten the journey of some one's life, alas how many will try
As the New year dawns, and we say to the old, dear friend, good-bye, good-bye !

There was never a time since the Saviour's birth, there was so much to be done;
 If there ever was a time in our lives to work, then this is the very one;
 Never a wider field of labor, standing ready for each of you,
 There is so much room in the world to-day for the noble, good and true.

All of the others have been tried, there is a surplus now on hand;
 Men of morals and brains are wanted for every neck of the land.
 Men of principle, men of worth, there is a premium offered to-day,
 For all that will walk in the shadow, which leads to a better way.

There is only one guide-board that points to the end of a noble life,
 And only one road to travel over, out of this world of strife.
 Only one streak of blue sky, 'twixt the clouds and shining sun,
 Just one crown and one only, when life's journey is done

So we welcome this new year, with its bustle, its noise and din,
 We trust it may be kinder to all, than any of the rest have been.
 May its glory and ours shine brighter, 'round each dear brother's door;
 May the harvest be bright, to all who do right, in eighteen eighty-four.

Kind reader, this work all lieth in the pathway of every one,
 The burden is light, the prospect is bright, if every duty be done.
 So I bid you adieu, the old year's through, the other is already here,
 And may you all say, when it passes away, I wish you a happy New Year.

E. H. B.

EDITOR MONTHLY.

The New York State railroad commissioners have adopted the following :

Resolved, That the attention of the railroads of the state be drawn to the improved system of ventilation now in vogue on certain leading roads, and that they be commanded to adopt the same in all passenger cars as soon as it is practicable.

Resolved, That a recommendation be issued to all the railroads in the State of New York to place a Fahrenheit thermometer in all passenger cars, about the center thereof, as is now done in many of the drawing-room cars, and to instruct those charged with maintaining the temperature to keep it as nearly as may be at a point of seventy degrees. Also, that said thermometer be compared from time to time with a standard thermometer, in order to ensure accurate register.

Certainly, the recommendations of the commission are very vague, and go about as far around the point to be reached as they could. There are at present about thirty leading railway lines and about the same number of different systems of ventilation, and we would hardly think the commission would desire to have them all on the cars of one line. And as to the thermometers in the center of passenger cars. A suggestion that each company put a man in the center of each car with full power to regulate the conduct of the passengers, who occupy the car, would be more to the purpose. We are loth to believe that there is a company within the limit of the great state of New York who does not employ competent men to look after the care and welfare of each passenger entrusted to his charge. And particularly during the cold weather,

we know that the utmost care is exercised by train employes to see that the cars are kept comfortable. They cannot control the movements of the passengers fully. A sudden stop, and although cold as Greenland, one half the windows on the windward side of the car are up, and the thermometer marks 30 deg. in less than five minutes, and the conductor or his brakemen are reported, because they fail to keep the car near the average temperature, hence the rule becomes simply a source of annoyance to both officers and all grades of those employed in passenger service. An accommodation train making stops at an average of about each two miles during a run of one hundred and fifty miles, do they think the chances are as good for a maximum temperature on that as on a through train, with stops about each thirty miles? We think not, and sure that should the Gentlemenly commission want a good job to while away their leisure hours, we would suggest that they try keeping the temperature at 70 deg. on an accommodation train, with its two mile runs, with Mercury at zero, using any of the systems of heating in use on any of our standard railwaylines.

EMPLOYEE.

MILBANK DIVISION NO. 99.

On Saturday evening, December 16, we arrived in Milbank, Dakota, armed with a dispensation, as Special Deputy Grand Chief Conductor, for the purpose of organizing a Division of our Order there. We were met at the depot by brother J. G. Pierce, Fred Camp and brother Waters, and were soon safely lodged in the Grand Central hotel. After a good night's rest we all repaired to the hall and successfully organized Milbank Division No. 99, with nine charter members. After giving all the necessary instructions, the following officers were elected and installed :

C. C., E. H. Fargo.

A. C. C., H. J. Croffut.

S. & T., Fred Camp.

S. O., J. C. Pierce.

J. C., W. W. Jones.

I. S., George Westbury.

O. S., F. L. Quimby.

Correspondent Railway Conductors' Monthly, H. J. Croffut.

The new Division will meet on the 2d and 4th Sundays in each month at 2 o'clock, p. m. Although small in numbers this Division will make up in work what they lack in numbers.

Truly yours in P. F.,

L. R. CARVER, S. D. G. C. C.



WILLIAM L. COLLINS, ESQ.

PAST GRAND CHIEF CONDUCTOR OF THE "ORDER OF RAILWAY CONDUCTORS."

The meritorious subject of this sketch, distinguished in the vocation of his choice, was born in Philadelphia (in what is known as the "Southwark District"), December 1st, 1824, and is, therefore, now in his 59th year. His father was a sea-captain, who, having died on a voyage to Liverpool the July preceding, Mr. Collins was born fatherless. His only brother, who was about four years old, died when he was about six months old. The small means saved and accumulated by his father having been confided to a friend, who proved to be either incompetent or unworthy, were lost, and his mother found herself, in one short year, bereft of her husband, one of her only two children, and thrown penniless on the cold charities of the world. These afflictions, so rapidly succeeding each other, impaired his mother's health, and but for timely assistance from her brother, she would have been in deep distress. Placing her infant son, now two years old, with a friend, to board and be cared for, she, with motherly fortitude and heroism assumed the duties of a nurse to earn the means for their support. Although his board was paid and his mother made to believe he was going to school, he was made to perform menial service, and forbidden to tell his mother. But she finally became aware of the imposition, and when he was about seven years of age rented suitable apartments, took him home, and sent him to school, supporting both by dress-making. When about nine years old he conceived the idea that farming would

please him, but a service of six months, with a Quaker farmer in Montgomery county, Pa., proved the labor to be an over-match for his strength, as he returned home and attended school the remainder of the year. During the next two years he was engaged as store-boy in the store belonging to the Union Glass Works, Minor street, Philadelphia, advancing in salary from one dollar to two-and-a-half dollars per week. When about twelve years of age his mother removed to Lancaster, Pa., where, after eight months service *on trial*, he was regularly indentured for five years, to Mr. George Withers, to learn the confectionary and cake-baking business. At this period his literary attainments were limited to reading and ciphering : but during his apprenticeship, by dint of application during his leisure hours in the day time and of nights, he improved himself in arithmetic, geography, grammar, astronomy and phrenology, and with the aid of Mr. Withers' son, became a fluent reader and speaker of German.

It was while in Lancaster that he made the acquaintance of "Capt. Hawright," "Jim Collins," and other railway celebrities "running the same schedule"—and received his first lessons in railroading, so graphically narrated to the "BROTHERHOOD," at the Omaha banquet. But he did not then enter upon the business as a profession. His mother returning to Philadelphia in 1841-42, he accompanied her, and worked at his trade until the declaration of war with Mexico. Previously to this Mr. Collins had connected himself (among other organizations) with the National Artillery of Philadelphia. The government having rejected the tender of the services of his company as an organization, he, together with other members, volunteered in other commands, and under the gallant lead of Generals Cadwalader and Wool, and the illustrious Scott, participated in the ever-memorable succession of brilliant and glorious victories which distinguished the triumphant march of the army from Vera Cruz to the City of Mexico, and the raising of the stars and stripes over the "Halls of the Montezuma."

On his return, Mr. Collins obtained employment on the Erie railway, August, 1847, commencing then his long and successful career as a railroader. His first service was as foreman for Case, Baker & Co., contractors. In the winter of 1848, when the line was opened to Binghamton, he entered the service of the Erie Company, putting in switches, ditching and ballasting. Attracting the notice of E. L. Wentz, then superintendent of construction department, that gentleman invited him to the office in which he was shortly after installed as clerk and paymaster of the track department of the Susquehanna Division. But nine months experience convinced him that the service was too confining, so he was tendered the position of track supervisor, which he accepted, and took charge of twenty-five miles of the road. Having, however, become possessed with an ambition to "run a train," to become a "Conductor," (*captain of a train as his father had been of a ship*) he resigned at the end of twelve months, and, for less pay, accepted the position of oilman and brakeman. In 1854, when thirty years of age, after a service of many years, and many and severe struggles,

active and strong competition, and numberless "hair-breadth 'scapes," he reached the goal of his ambition.

In August, 1862, he enlisted in Company F, 141st Regiment, N. Y. S. Volunteers, and was commissioned as 2d Lieutenant. After service of nearly one year he was disqualified on account of physical disability, was honorably discharged. On his return home he resumed his duties in the position of conductor on the Erie line, and for twenty-eight years, (over a quarter of a century) has served the Erie Company faithfully, to the satisfaction of the corporation and with credit and honor to himself. By strict attention to duty, and vigilant watchfulness over the interests of his employers, and the lives and property confided to his care, deserving and preserving the respect, esteem and confidence of his superiors and the public.

His first connection with the "Conductors' Brotherhood," now order of Railway Conductors, was as a worthy member of Hornellsville Division No. 3, composed of the conductors of the Susquehanna Division of the Erie Railway. He was elected its first C. C., and continued in the office two years, and has ever been since one of the most active, trusted, influential and efficient members of the "Brotherhood." In the fall of 1873 he was elected a delegate to the Grand Division, which met at Pittsburg, Pa., of which body he was elected Grand Treasurer. He was re-elected at the session of 1874, when he commenced what he terms his war on the *one man power*, and proposed a new ritual, which, after examination and some modification, was adopted. At the session of the Grand Division in Atlanta, in 1875, he was elected G. C. C. on the first ballot, and so valuable and efficient, and so highly appreciated were his labors (for Divisions apparently dead, having been revived, and *fourteen* new Divisions organized, involving a large expenditure of private time and means) that the rules were suspended and he was re-elected by acclamation. And again in 1877 for the third time, and served out his term with marked honor to himself and the order.

In 1873 the brakemen, or a portion of them, on the Susquehanna, Buffalo and Western Divisions of the Erie Railway decided on organizing themselves into a "Brotherhood," and a committee having been appointed by them for that purpose, Mr. Collins was waited on and solicited to prepare a Ritual, Constitution and By-Laws for them, which he did, and met with them and set them to work. After doing this and *installing their officers*, they insisted on electing and initiating him as a member. Subsequently the B. B. organized a Grand Division, Mr. Collins performing for them a service similar to his first, and was elected their first Grand President. In further recognition of his valuable services, and their appreciation of them, the "Brakemen's Brotherhood" presented him with a beautiful and valuable silver tea service.

Mr. Collins, has—to him and to all who feel that they have done their *duty*—the great satisfaction of knowing that through his influence many "strikes" contemplated by "brakemen" have been prevented—whereby much distress to *their families*, great embarrassments to the railway authorities, and incalculable annoyance and inconvenience to the public have been prevented.

In addition to his active and laborious and really useful service in behalf of the "Conductors'" and "Brakemen's" "Brotherhoods," Mr. Collins has been an active and working member of the "I. O. O. F." for thirty years, and of the "United American Mechanics" organization, filling acceptably all such offices as his other duties would permit. In 1852 he was made a Master Mason, and since, has honorably and successfully worked his way to the 32 deg., besides having, as one of the charter members of "Kadosh Conclave of the Knights of the Red Cross of Rome and Constantine," received and worked in its five Sublime Degrees, and has held all the offices in the "Blue Lodge" from J. D. to Master, several offices in the Chapter, and every office in the Commandery from Sentinel to Em. Commander, except Treasurer, and is at present Recorder of De Molay Commandery, No. 22 K. T., stationed at Hornellsville, N. Y. For the past eighteen months, Bro. Collins has been disabled from train service, and is at his home in Hornellsville, N. Y., somewhat improved in health since his return from the annual session at Kansas City, where he was welcomed by all, and we believe it can be truly said no man in the order is more universally respected than Past Grand Chief Conductor, W. L. Collins.

PERSONAL.

Col. J. B. Morford, formerly connected with C. R. R. of N. J., we are pleased to learn is now assistant superintendent of the Eastern and Toledo divisions of the M. C. R., with office located at Detroit. Col. Morford entered the service of this company on April 1st, 1883, and by a display of marked ability soon won his promotion to higher and more responsible duties. As a thoroughly practical railroad man he stands second to none, having served in nearly every branch of the service. He was formerly connected with the old Erie line, and for several years ran a passenger train between Elmira and New York city. He is also a respected and honored member of the Order of Railway Conductors, and a Past Grand Chief Conductor, having served two terms with credit to himself and the order. He still holds his membership in New York city division No. 54. Since writing the above the following order has been received:

GENERAL ORDER.

Mr. J. B. Morford has been appointed Superintendent of Canada Division, vice E. P. Murray, resigned. Appointment takes effect this date.
 [Approved] H. B. LEDYARD, President.

BUFFALO, Dec. 10, '83.

W. P. TAYLOR.

Gen'l Sup't.

W. F. Sherwin, the gentlemanly and courteous traveling passenger agent of the M. C. R., has removed his headquarters from Elmira, N. Y., to Syracuse, N. Y. The many friends of Mr. S. will miss him from the social circle in Elmira, where he has been stationed for a long time.

Joe P. McCann, eastern traveling passenger agent for the Mo. P. R'y., leaves the city about the 10th of this month for an extended trip, in company with the entire passenger department of that line, at which time they are to traverse the entire Gould system of the Southwest, the object being to have each passenger agent familiarize himself with the lines so as to better perform the work assigned them. Joe is one of the best of men for the business, and we wish him a pleasant trip.

S. T. Seeley, eastern traveling agent for the C. M. & S. P. R'y., has lately changed his headquarters from Rochester to Elmira, N. Y. We are glad to note this, as Tut is one of the most genial gentlemen we ever had the pleasure of meeting, and we are sure the inter-

ests of this reliable western line will not suffer in his hands, as they could not have found a better informed and more competent man for the work, for Mr. Seeley has been years in the passenger business, and is fully conversant with all of its detail work, as well as the wants of the traveling public.

Bro. Geo. W. Slair, formerly of the Northern Central, now with the Northern Pacific Railway, and located at Fargo, Dak., has been visiting his many friends at Elmira and vicinity. We are pleased to see George again among us.

Bro. J. N. Robinson, the city passenger agent of the Wisconsin Central Railway, and member of our grand executive committee, paid us a visit last week. He was here in attendance of the meeting of the editorial staff of the monthly. Brother Robinson was also a pleasant visitor at the special meeting of Elmira Division No. 9, on Sunday evening, Dec. 2, and pleased the brothers very much by his able remarks.

Bro. W. P. Daniels, our efficient grand secretary, with his estimable lady and daughter, Mary C., paid us a visit on Dec. 1st, on the occasion of the arranging the contract for printing the monthly, of which he is the manager. He was also a visitor at the hall of Division No. 9, and expressed himself highly pleased with its workings.

Bro. Jas. Ogilvie, train master Northern and Northwestern R'y, and located at Hamilton, attended the editorial meeting also on Dec. 1st. Bro. Ogilvie is one of the standard railway men of the country, and a valued member of our order.

The many friends of Bro. W. L. Collins will be pleased to learn that he has so far recovered from his indisposition as to be out on the street again occasionally.

The veteran conductor of the N. Y., L. E. & W. R'y, Mr. R. H. Stuart, is again seen on our streets, having nearly recovered from his severe illness of last month. It is indeed pleasant to see him out again. We sincerely hope he may soon resume his run again. During his absence Brother A. A. Pattengill, the popular conductor from the east end, has acceptably filled his place.

Bro. E. W. Muzzy has been placed in charge of the night line between Elmira and Port Jervis during the absence of Bro. Pattengill.

Bro. Geo. E. Drake, for the past eleven years conductor on E. and C. divisions of the N. C. R., is at present located at Palatka, Fla., and in the employ of the Florida Southern Railway company, where he is very much pleased with the country, and the boys at home enjoy his letters immensely and hope he will bring his pet alligator home with him, which by the way, is about 14 feet long.

A. S. Knapp, formerly a conductor on the N. C. R., now with the I. B. & W., one of the most popular passenger conductors on that line, was a pleasant caller at our office a few days ago. Bro. Knapp comes east on a short visit to his old home near Watkins, N. Y. Bro. Knapp is a P. C. C. of Division No. 9 O. of R. C., and a much respected member.

R. B. Cable, general superintendent of the D. & R. G. Railway, now located at Denver, visited the scene of his former labors—Elmira, N. Y.—a few days ago. Mr. Cable was formerly assistant general superintendent of the N. Y., L. E. & W., and superintendent of the Susquehanna division of the same line for a number of years. He has many friends in Elmira and vicinity, who wish him every success in his future life.

Bro. Warren Sherwood, of the Rochester division of the N. Y., L. E. & W. R'y, takes his run again on January 1st, '84. There is not a man more popular in the Erie service than brother Sherwood, and all will rejoice to see him again reinstated to his former position.

Bro. J. Bowrozan, of the D. L. & W. R'y, and one of the most popular conductors of that line, has been confined to his home at Binghamton, N. Y., for the past week. We hope to meet him soon in charge of his train again.

We have to hold over several letters from correspondents, and we are truly glad to see the interest manifested in this matter. Send them in. Make them short, sharp and to the point, and we hope to improve the system very much, and make a better number of the next than this one. Please send postal card notes of local happenings, personals and matters that may interest all.

Send any corrections you may desire in your Division notices, and all Divisions who have not sent their time, place or date of meeting, will please do so at once. *This is important*, in order that we have a complete Division directory.

Subscriptions are coming in nicely. We should have at least 5,000 by February 1st. Let every brother do a little and the desired end is reached.

CIRCULAR NO. 2.

DECEMBER 20, 1883.

BROTHERS :—The following have been reported suspended : By Div. No. 14, George W. Sylvis, September 23d, non-payment of dues. Div. No. 15, J. Cantillon, December 4th, for intoxication. Div. No. 15, D. J. Kenney, September 11th, for non-payment of dues. Div. No. 42, William Passmore, August 19th. Div. No. 62, D. L. Gillespie. Div. No. 62, C. Carter. Div. No. 67, B. Bailey, December 9th, for non-payment of dues.

Expelled by Div. No. 11, M. S. Morehouse, Nov. 18th, for engaging in sale of liquor. Div. No. 23, P. S. Robinson, November 18th, intoxicated on duty.

Division Card, No. 176, issued Sept. 25th to C. S. Hayden of Div. No. 46, has been lost in transit. Card No. 110, issued Sept. 20, 1883, to J. J. Lonergan, Div. 49, lost and card No. 478, issued Nov. 5, 1883, to T. J. Leech, of Div. 64, lost. If any of these cards are presented please take up and return to me. You are also requested to take up and return to me, all cards presented by persons who cannot prove that they are entitled to them.

Yours truly in P. F.

WM. P. DANIELS, Grand Secretary.

We reprint the resolutions of thanks adopted at the sixteenth session of the Grand Division, so all may preserve a copy.

WHEREAS, The members, visitors and their families at this, the sixteenth annual session of the grand division, have been the recipients of many courtesies and marks of kindness from the several parties mentioned; therefore be it

Resolved, That the thanks of this grand division be and hereby are tendered to the officers and members of Kaw Valley Division No. 55, for their many kindnesses, their warm expressions of brotherly love, and their untiring efforts to make our visit entertaining and instructive.

Resolved, That the thanks of this grand division are due and are hereby tendered to the officers of the various railroads who have so generously granted the courtesy of free transportation of delegates and their families to and from Kansas City.

Resolved, That the thanks of this grand division are also tendered to the officers of the Pullman Palace and Wagner Sleeping Car companies for the courtesies extended to ourselves and families.

Resolved, That the thanks of the grand division are also tendered to the Western Union Telegraph company for the free use of their lines during this session; also to the express companies of the United States and Canada for the many courtesies extended to the grand and subordinate divisions of the order during the year.

Resolved, That the thanks of the grand division are due and are hereby tendered to the press of Kansas City for courtesies extended.

Resolved, That we extend to Hon. Thomas T. Crittenden, Governor of the State of Missouri, our thanks for his special invitation for our sixteenth grand division to visit the State of Missouri; also to Hon. Robert A. Campbell, lieutenant governor; and to Hon. T. B. Bullene, ex-mayor of Kansas City, for their invitations, and we recommend that a copy of these, our thanks, be sent the above named gentlemen.

Resolved, That we extend to the Railway Y. M. C. A. our thanks for their reception to us, and for their special entertainment while in the city; also, to James D. Carson, Esq., superintendent of the Union depot, for courtesies extended; also to Noble Warwick, Esq., superintendent of the national cemetery at Fort Leavenworth, for invitations to visit this city of the nation's dead.

Resolved, That we extend to Brothers James Laughlin, T. S. Sholes, F. C. Aechternacht and E. P. Sullivan of Kaw Valley division No. 55, our special thanks for their untiring efforts for our entertainment while in Kansas City; and also to all who have helped to make our stay pleasant.

Resolved, That we sensibly appreciate the efforts of all who have contributed so cheerfully to the comfort and enjoyment of the members of our order during the journey to and from our homes to Kansas City, and during our stay in the city.

Resolved, That the above preamble and resolutions be spread upon the minutes, and be furnished the city papers.

E. H. BELKNAP,
JOHN TURNBULL,
L. R. CARVER,
W. W. FLACK,
F. ROSENKRANS,
Committee.

Died at his residence in Portage, Wisconsin, December 2d, 1883, brother John Morris, of Milwaukee Division, No. 46, Order of Railway Conductors, aged 33 years, 11 months and 17 days.

Brother Morris was an old and highly respected passenger conductor on the La Crosse Division of the C. M. & St. P. Railroad. At a special meeting held at the hall of Milwaukee Division, No. 46, Order of Railway Conductors, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the universe has caused the dread trumpeter of the messenger death to give the alarm at the inner door of our Division, and has for the first time broken our circle, and summoned to his last account our worthy brother John Morris. Therefore, as a fitting expression of our feelings, by the death of our worthy brother, Milwaukee Division, No. 46, loses one of its charter members, his mother a loving son, his motherless children a devoted father, the C. M. & St. P. R. a highly respected and trustworthy conductor. The Order of Railway Conductors, as a body, and its members as individuals, have sustained a loss which even time cannot wholly repair.

Resolved, That in him we recognize one who filled, in good measure, the character of a true conductor—one who in all his relations to his fellow-men in the community, in the order of railway conductors, in the social circle, and the more private walks of life as well as in his official relations, brother Morris was respected, honored and loved by all.

Resolved, That our heartfelt sympathy is hereby extended to his bereaved mother and to his orphan children. May He who has so graciously promised to be a "father to the fatherless," watch over and protect them from all harm.

Resolved, That, as a mark of respect to our esteemed brother, our charter and alter be draped in mourning for the space of thirty (30) days, and that these resolutions be spread upon our minutes, also a copy be transmitted to the mother and children of our deceased brother, and published in the Railway Conductors' Monthly, also in Milwaukee, Portage and La Crosse papers.

A. VANNAMAN,
W. A. JUST,
J. N. ROBINSON,
Committee.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meet 2d Sunday in each month at 10:30 a. m., cor. Milwaukee ave. and Green-st.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets every Monday at 8:00 p. m., over 253 Michigan-st.

St. Louis Div. No. 3, St. Louis, Mo. C. C., C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sundays in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., R. S. McMurray, Marshalltown, Ia. Meets first Sunday in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets every Monday at 9:30 a. m., at Town Bank hall, cor. Gray and Exeter-st.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2503, Battle Creek, Mich. Meets 2d and 4th Mondays at 7:30 p. m., in B. of L. E. hall, Whitcomb block.

Houston Div. No. 7, Houston, Tex. C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 181 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fannin-st.

Rochester Div. No. 8, Avon, N. Y. C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., C. Sacket, Avon, N. Y., box 161. Meets 3d Wednesday and 3d Saturday of alternate months at 7:30 p. m. in A. O. U. hall, Genesee street.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec., C. A. Ward, 866, North Main street. Correspondent for Railway Conductors' Monthly, H. Hurty, 212 E. Water Street, Elmira, N. Y. Meets 2d and 4th Sundays in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sundays in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., J. C. Weeks, Emporia, Kansas; Sec., C. M. Hatfield, Lock Box 314, Emporia, Kansas. Meets 1st and 3d Sundays in each month at 7 p. m., at S. E. corner 5th and Commercial sts.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, Scranton, Pa.; Sec., P. J. Duffy, 1602 Price street, Scranton, Pa., West side.

Union Div. No. 13, St. Thomas, Ont. C. C., Alfred F. Ellerby, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 265. Meets every Monday at 7:30 p. m., Mosonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thieman, 875 Detroit street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Saturdays in each month, in K. of P. hall, cor. St. Clair and Phelps-sts.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m., Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514, York street, London, Ont.;

Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec., W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ill. C. C., W. H. Gehman, Carmi, Ill.; Sec., J. H. Decker, Carmi, Ill. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 3 p. m., Old Masonic hall, Main-st.

Garfield Div. No. 20, Collinwood, O. C. C., D. H. Rogers, box 230, Collinwood, Ohio; Sec., M. L. Hyde, box 189, Collinwood, Ohio. Meets every 2d Tuesday, commencing Dec. 12, '82

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 316 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets second Sunday in every month at 3:30 p. m., cor. Elm and Adams-sts.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.; Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sundays in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.

Sylvania Div. No. 23, Catawissa, Pa. C. C., Peter S. Robinson, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sundays in each month at 1 p. m., News Item hall, Main street.

St. Albans Div. No. 24, St. Albans, Vt. C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.

Maple City Div. No. 25, Ogdensburg, N. Y. C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesdays in each month at Goodrich Hall.

Marford Div. No. 26, Toledo, O. C. C., B. F. Galletin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jarvis St., opp. 270, Toledo, O. Meets 1st Monday in each month at 7:30 p. m., and 3d Saturday at 2:30 p. m., at 241 South St. Clair St.

Arnum Div. No. 27, Hamilton, Ont. C. C., A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Saturdays in each month at 7:30 p. m.

Carver Div. No. 28, Atchison, Ka. C. C., F. B. Gove, Box 622, Atchison Kansas; sec., H. C. Weildren, Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.

Randolph Div. No. 29, Brockville, Ont. C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont.

Ozark Div. No. 30, Springfield, Mo. C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Mondays in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.

Star Div. No. 31, Burlington, Iowa. C. C., Wm. C. Cross, box 225, Burlington, Iowa.; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets 1st and 3d Mondays in each month at 10:00 a. m., Post office building, corner 3d and Washington streets.

Keystone Div. No. 32, Meadville, Penn. C. C. Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets 1st and 3d Sundays in each month at 11 a. m., in K. of P. Hall, Water street.

Clinton Div. No. 33, Clinton Iowa. C. C. Henry Case, Clinton, Iowa.; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sundays in each month at 11 a. m., in B. of L. E. Hall, 4th Street.

Boone Div. No. 34, Boone, Iowa. C. C. E. S. McGee, Boone, Iowa.; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sundays in each month at 11:00 a. m., Story street between 7th and Eighth streets.

R. Law Division No. 35, North Platte, Neb. C. C. A. B. Wyman, North Platte, Neb.; sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesdays in each month at 2 p. m., I. O. O. F. Hall, Spruce street.

Arkansas Valley Div. No. 36, South Pueblo, Col. C. C. Charles Miliken, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 2 p. m., I. O. O. F. Hall, Union Ave.

Delaware Div. No. 37, Phillipsburg, N. J. C. C. Jacob H. Jones, Phillipsburg, N. J.; sec., Sam. Phillips, box 519, Phillipsburg, N. J. Meets 1st and 3d Sundays in each month, B and D, Depot building.

Des Moines Div. No. 38, Des Moines, Iowa. C. C. Wm. H. Given, Des Moines, Iowa.; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 3 p. m.

Hannibal Div. No. 39, Hannibal, Mo. C. C. W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sundays in each month, hall on Broadway.

St. Paul and Minneapolis Div. No. 40, St. Paul, Minn. C. C. Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., Fred L. Chase, 597 Lafayette avenue, St. Paul, Minn. Meets 1st and 3d Sundays in each month at 371 Jackson street.

Stanchfield Div. No. 41, Chicago Ill. C. C. C. Carnahan, 443 51st St., Chicago, Ills.; sec., E. J. Denis, 4645 State street, Chicago Ill. Meets every Sunday at 2:30 p. m., B. of L. E. Hall, corner State and 58th streets.

Trenton Div. No. 42, Trenton, Mo. C. C. E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sundays in each month at 4:30 p. m., corner Water and Elm streets.

Central Div. No. 43, East Syracuse, C. C. Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, East Syracuse, N. Y. Meets every Thursday at A. O. U. W. Hall, 7:30 p. m., Manlius street.

Denver Div. No. 44, Denver Col. C. C. G. W. Dwinell, 624 Lawrence street, Denver, Col.; sec., A. Wilder, Room C, Union Depot, Denver, Col. Meets 2d and 4th Sundays in each month at 511½ Larimer street.

Chapman Div. No. 45, Oneonta, N. Y. C. C. R. A. Mead, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st and 3d Sundays of each month at 6:30 p. m., I. O. O. F. Hall.

Milwaukee Div. No. 46, Milwaukee, Wis. C. C. Wm. J. Durbin, 720 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Milwaukee, Wis. Meets 1st and 3d Sundays in each month at 3:36 West Water street.

Mitchell Div. No. 47, Winnipeg, Ma. C. C. Thos. R. Simpson, care C. P. R'y, Winnipeg, Ma.; sec., R. T. Young, Winnipeg, Ma. Meets 2d Tuesday and 4th Monday in each month at 7:30 p. m., No. 1 Gladstone street.

International Div. No. 48, Detroit, Mich. C. C. John F. Ryan, D. G. H. & M. R'y,

Detroit, Mich.; sec., James Anderson, box 537, Windsor, Ont. Meets every Friday at 7:00 p. m.

Moberly Div. No. 49, Moberly, Mo. C. C. J. J. Loneragan, Moberly, Mo.; sec., Seth W. Palmer, box 1339, Moberly, Mo. Meets 1st and 3d Sundays and 2d and 4th Mondays in each month, I. O. O. F. Hall, Reed street.

Hartford Div. No. 50, Hartford, Conn. C. C. Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn.

Royal Div. No. 51, Longview, Texas. C. C. A. N. Smith, Longview Texas.; sec., George Clark, Longview, Texas.

Neversink Div. No. 52, Port Jervis, N. Y. C. C. T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.

Lone Star Div. No. 53, Denison, Texas. C. C. Wm. Moon, Denison, Texas.; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sundays in each month, I. O. O. F. Hall, Main street.

New York City Div. No. 54, New York City, N. Y. C. C. John E. Smith, N. J. C. R'y, foot Liberty street, N. Y. City.; sec., A. Holdridge, box 71, Long Island City, N. Y. Meets 2d Monday and 4th Sunday in each month at 12:30 p. m., 300 Eighth avenue.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C. E. F. Sullivan, 90 West 13th street, Kansas City, Mo.; sec., A. T. Shokes, box 74, Wyandotte, Kansas. Meets 2d and 4th Sundays in each month at 2:00 p. m., 1215 West 9th street.

Priest Div. No. 56, Albany, N. Y. C. C. Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meets every Saturday at 7:30 p. m., Millers Hall, Nos. 18 and 20 South Pearl Street.

Evergreen Div. No. 57, Fort Worth, Texas. C. C. Alf. Bailey, Fort Worth, Texas.; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sundays in each month, K. of P. Hall, Main street, between 2nd and 3rd.

Valley City Div. No. 58, Cedar Rapids, Iowa. C. C. John C. Fox, Cedar Rapids, Iowa.; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st Sunday in each month, 10:00 a. m., room 13, Post Office block.

Alamo Div. No. 59, Texarkana, Ark. C. C. J. C. Hale, 1914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.

Queen City Div. No. 60, Sedalia, Mo. C. C. J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia Mo.

La Crosse Div. No. 61, La Crosse, Wis. C. C. W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sundays in each month, Hammond building, op. C. M. & S. P. R'y Depot.

Leffett Div. No. 62, Bucyrus, Ohio. C. C. W. D. Burr, Bucyrus, Ohio.; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sundays in each month in Malle and Deal's block.

Thurbar Div. No. 63, North McGregor, Iowa. C. C. Wm. P. Hancock, North McGregor, Iowa.; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sundays in each month, at 10:00 a. m., C. M. & St. P. R'y building.

Erie Div. No. 64, Erie, Penn. C. C. James Donlin, 80 West 13th street, Erie, Penn.; sec., E. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.

Banana Div. No. 65, Nickerson, Kan. C. C. John W. Malloy, Nickerson, Kansas.; sec.,

- C. R. Marsh, box 100, Nickerson, Kansas. Meets 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickabaugh, Keokuk, Iowa.; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sundays in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa.; sec., Frank Sheridan, 114 Seventh street., Dubuque, Iowa.
- Barriboo Div. No. 68, Barriboo, Wis.** C. C., W. Simons, Barriboo, Wis.; sec., Charles A. Ballard, Barriboo, Wis. Meets 1st and 3d Sundays in each month, 328 Third street, third door west of Ash street.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversidge, El Paso, Tex. Meets every Saturday evening at 1. O. O. F. Hall.
- Montezuma Div. No. 70., Las Vegas, N. W.** C. C., J. A. Wisner, Las Vegas, New Mexico.; sec., A. P. Gatchell, Las Vegas, New Mexico. Meets 2d Sunday in each month at 2 p. m., I. O. O. F. Hall.
- Wheaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York.; sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Fridays in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillion, Fargo, Dakota.; sec., T. C. Comstock, Fargo, Dakota.
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- Aztec Div. No. 85, Williams, Arizona Territory.** C. C., J. F. Wood, Williams Arizona Territory.; sec., L. W. Roberts, Williams, Arizona Territory. Meets first and third Sundays in each month, at 2 o'clock, p. m.
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- Sioux City, Div. No. 93, Sioux City, Iowa.** C. C., John Shipman, Sioux City, Iowa.; sec., Wm. H. Monty, St. Paul, Minn.
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THE
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No. 2.

SOLDIERS MEMORIAL 1883.

BY E. H. BELKNAP.

March to the Kremlin, Russia cries, To day we crown the Czar !
The polls are the Kremlin of America, where the true-born voters are.
Fifty thousand soldiers in line ; the crown placed on his head.
We pay no homage to the living kings, we honor the noble dead.

No one waits for a kingdom here ; waiting would be in vain.
We look for crowns in a better world ; here God and the people reign.
Truth, Justice and Mercy our motto, from valley to mountain crag,
We worship the country, these soldiers saved—the folds of that dear old flag.

We gather together this solemn day, from a sense of duty and love ;
We gather with willing hearts, with joy, helped by our Father above.
We bring no scepter or crowns ; none known in this land of ours,
But we bring the fondest gems of life, buds and blossoms and flowers,

They need no care but what nature gives, the help of the virgin soil.
These grow each year just the same, whether we sleep or toil.
We scatter them 'round as a token, the symbol of peace and joy,
For the good deeds done, the trials of many a soldier boy.

'Tis a spot of hallowed ground, these soldiers graves, and at the head
A tablet placed, to tell the name, and age, in this city of the dead.
But the history, the cause for which they died, are written when
The heat, and tumult, and the strife are o'er, and even then

You can only write of what was done, you can not even tell
Half of what it costs in time of peril, to serve your country well.
The painter with his brush, with help of art to yield,
Has never painted half the horrors of any battle field.

But in these graves, where rest has come to each and every one,
There is a record of their lives, of the deeds, and duty done,
Not all the woof and rust of one lone, long, long endless age,
Can ever efface, or blot, or mar, one single line or page.

The heathen, with uncovered head, bows low to his idol Joss.
The Christian sings his sweetest song, "Am I soldier of the Cross."
While a thankful people meet to-day and stand by the graves once more,
Of the soldiers who died to leave a Union better than ever before.

The Nation's dead are here ; more fitting name, the Nation's life.
For the conquerors brought back a Union out of its double strife.
The heroes of this life you say, soldiers who fought and died.
They are heroes to day in a better world, heroes side by side.

That flag floats o'er this Union to-day, in truth as well as name,
For Freedom rings in the air with no sound of the galling chain.
And the stars and stripes flaunt to the breeze, not as they used to be,
But baptized in the blood of these soldier boys, a land forever free.

Look back with me a moment if you will, to the days of '61,
All clouds, but no silver lining in sight, and scarce a victory won.
The death knell of the Union rings ; the breath from the cannon's mouth
Proclaiming a severed country—a divided North and South.

But hark ! from each town and hamlet, all amid the busy hum,
The flag is unfurled from the signal tower, you hear the fife and drum.
The Nation called for men that day, how many we hardly knew.
And you, mothers, furnished the soldiers boys, the Nation furnished the blue.

Then came the battles thick and fast, and mourning in the land,
And many a Florence Nightingale came forth on every hand,
And many a Nun from the Clositer nursing some soldier boy.
At the head of the roll, in letter of gold, Mother Byckerdite, of Illinois.

There were Mollie Starks from every State, ready to do and dare :
There were noble women who worshipped God in deeds as well as prayer :
There were mothers who fought the battles of life down to death's dark door,
So we could as we live to-day with a Union forevermore.

Their graves are covered with flowers to-day, strew by angles' above,
Their sleep as sweet as the cherub babe, safe in its Savior's love.
No higher calling was ever known, no greater earthly prize
Than the stranger woman who bathes the head of a soldier when he dies.

For days and weeks, yea months and years, you all remember with me
How hopes and fears were playing wild 'twixt defeat and victory,
But true, brave leaders were found at last then came peace and joy
With God and His generals steering the ship and the help of the soldier boy.

But another dark day must surely come and cast its shadowy gloom,
And some little girls are scattering flowers around our Lincoln's tomb.
At his request you rallied, went forth at your country's call,
"With malice toward none," he uttered, "and with charity to all."

Some try to deride this memorial day. Bitter feelings, they say, will arise,
But, friends, let me tell you, whenever you gain as precious and noble a prize.
As saving this land from destruction and death, nothing you ever can do,
All the flowers in this world could never repay these soldiers in dying for you.

So the buds and the flowers we have gathered to-day little children will spread
on the ground,
And the spirits above, through a kind Father's love, may be quietly hovering
around,
But one thing we know, it will gladden the hearts of each and every one
To know when we're through we are caring for you and one day's duty is done.

That flag with its stars and stripes floats to-day as when Washington watched
every fold,
Only purified more by the blood of your sons, more precious than silver or gold.
There are flags seen to-day, with shreds torn away, but the colors are always
the same,
And look just as true, the red white and blue, on hill-top, or ocean or plain.

And go where you will, no matter which way, to any country, way over the sea,
 It is greeted afar as none others are, America's flag of the free.
 The ships on the ocean, the captain and mate, the crew all jolly good tars,
 Without any fear, all give a good cheer to the bunting—the stripes and the stars

We come to you, comrades, every year with mementos of nature not ours ;
 With sunshine and rain and God's help, again we scatter the beautiful flowers,
 Long years since you died, lying here, side by side, the winds waft a kiss as
 they wave,
 While the grass looks so green it almost doth seem the angels are guarding
 your grave.

As I look around 'mong the living ones, it is not hard to know
 Nearly all of the Veteran Guard in a little while must go :
 For the snowy white creeps in at night, quickly the time will come,
 And none of the rank and file be left of the soldiers of '61.

Should we pass to that world from which none ever return,
 Stack the arms and muffle the drum, but let the camp fires burn :
 Sheathe the sword in the scabbard, lay the bayonet by its side,
 And hurrah for the grand old Union—the one for which we died !

Men and women of America ! protect with tender care,
 Search through the lanes and by ways, find out where they are,
 The wives and children left alone ; give with willing hand,
 Keep them from poverty and want, all over this broad land

Sing the glad song of freedom, "The Land that Makes You Free ;"
 Join with the birds in the anthem, "My Country 'Tis of Thee ;"
 And "Sherman's March to the Sea " shout with a right good will ;
 Then " Rally 'Round the Flag, Boys," and " The Sword of Bunker Hill."

There is many a grave, far, far away, unprotected, hour by hour :
 No stone or board to mark the spot, no plant or shrub or flower :
 No one to visit them, year by year, lying beneath the sod ;
 Watched over, from the day they died, by no one else but God.

Heavenly Father, waft once more our prayer to such as they ;
 Though their spirits are always with Thee, tell them what we say.

Dying far from friends and home, wherever they may be ;
 Their memory, just as green to-day,—martyrs in history.

Now a thought for the great and good men who were heroes brave true.
 For the grand old martyred presidents,—we have brought some flowers for you;
 And while we forget not the freemen, the soldiers of '61,
 We plucked a flower for Mt Vernon, the grave of Washington.

Here in these graves the dead are lying in their tenement of clay ;
 The heavens above seem nobly vieing, on this bright, majestic day ;
 The earth in her garb of velvet and green joins hands as if magically led ;
 And God seems to lend his presence to-day, in this city of the dead.

Farewell, ye braves—but not forgotten—till another year rolls 'round.
 We can not wake you from your sleep, but the living hear the sound.
 May they yet rear a monument, of whom it may be said,
 They gave this much to their country, in honor of her dead.

Go where you will, go where you may, sorrows are ever near ;
 But strew the beautiful flowers to-day, earth's nobles are buried here.
 At night when we're gone, the angels will come and watch you with eager eye,
 Now, comrades, we go to our homes once more ; Soldiers, good-bye, good-bye.

HOW TO SLEEP IN A SLEEPING-CAR.

To sleep in a sleeping-car :

1. Get a berth in the fore-part of a car. This is because the pure air comes in at the front end and windows and goes out at the rear end and windows. General Butler always gets the extreme front berth. I always take the front upper berth. My reason for taking the upper berth is because it is freely ventilated and away from the hot pipes.
2. Have your berth made up head toward the engine. This will keep all drafts of air from your head and prevent taking cold. If the car is very tight put a lead pencil under the window at your feet in case of lower berth ; or in case of the upper berth, open the hind sky-window at your feet.
3. Fix your pillow in one corner of the berth and your feet in the other, By lying crosswise you will not roll in your berth.
4. If you are nervous do not drink water, milk, coffee or any liquid substance for three hours before retiring. The reason for this will be obvious to any one.—*Eli Perkins in New York Sun.*

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AN IDEAL IDYL.

Some people give dreams a significance not altogether merited, and others dream dreams, and see visions, and while relating the incidents thereof, are liable to draw upon their own fruitful imagination, or relate the outcome of a vision formulated to suit their fancy. I am assured that it was not thus with my Chicago brother who related to me a veritable dream of his, which had deep significance, as the text will prove. Moreover, the Holy Bible gives ample evidence that dreams went a good ways towards shaping a person's life in the prophetic time of Daniel, especially when they were properly interpreted. The best way to deal with them, in these modern times, while we have no reliable interpreter, is to accept them as the fruit of an overflowing mind and endeavor to make the proper application they are designed to convey.

My good brother told me that one winter's night as he lay tucked in the berth of a sleeper coming up on the Chicago and Alton railroad, with his feet improperly toward the engine as if he was a corpse going to the morgue, he fell into a sound sleep at a time when his mind was wandering among such disasters as Ashtabula bridge, the Tay bridge, and all other broken bridges that have caused so much sorrow in the land, when crash went the train, sending engine and all into a gaping, rocky ravine, piling car upon car, and each one bursting out in fierce flames. I was thrown feet foremost into a huge red hot stove, with my shoulders waged in and my head only above the surface. I could see the fire reaching out to many a poor unfortunate, and I felt it consuming my vitals with great rapidity. One man, supposing that I had jumped into the water cooler as a means of safety, upbraided me for securing so safe a retreat while so many women and children were at the mercy of the flames, but I soon sank, and became consumed into ashes and joined my kindred dust. Then it was that my spirit escaped from the flesh and was free; it floated in the air all around the wreck, and beheld the vast amount of suffering while it could render no assistance to the afflicted mass of human beings. Men came lumbering down the banks, on either side like fiends, only to rifle the pockets of the dead and dying, and get away with whatever of value they could lay their hands upon. Men and women shouted for help, but no help came, those Priests and Levites were too busy opening grip sacks and looking for filthy lucre and other items of value, to think of lending a hand to relieve the sufferings of humanity, when by a little well directed effort they could have saved many a

life. All these horrid scenes passed before me, and would have made me sick at heart, if my heart had not been consumed. After hours of torture, a relief train came up from Chicago with doctors, nurses and railway officials. A squad of men was set on guard to see that no newspaper men were around taking notes; a lawyer was on hand with money and blanks to pay damages and take receipts from any that had a hand left, and could write. Doctors felt of the pulse and jerked the broken limbs about like a butcher among his shoulders, and I saw two of my brethren wandering about who were evidently looking for me. I tried to speak to them but was unable to utter a sound; they knew I was on the train and came like faithful brethren, to help me out of my distress. They wandered here and there, looking among the living and dead, but my body could no where be found. In a little pile of smouldering ruins lay the last of my grip sack with its contents partly consumed; the boys read my name engraved on the steel clasps, they knew the little flask I carried, but it was empty. I was on my way home from a trip in Mexico, and had secured some of the bones of an Aztec as a curiosity; the parcel lay beside my grip sack, which assured the brethren that they were bone of my bone, and flask of my flask, for I had paid for them. They laid their handkerchiefs carefully down and gathered the last remnant of all that remained on earth of one, who was born as all are born. I tried hard enough to say "Aztec," but my tongue clove to the roof of my mouth, and would not utter. I followed my remains as they were carefully conveyed up the hillside and into the caboose, which sped back to Chicago with wonderful facility. The grand depot was overcrowded with a people anxious to know the worst: one hundred or more members of my own Odd Fellows lodge, were there to help the wounded, dead or dying brothers; but the hush of death was apparent on all sides, when it became known that there was nothing left but a few sad memorials of my mortality to sorrow over. The most sorrowful work was yet to be done: my wife and little ones had yet to be told of my fate. No one had courage to volunteer, while one after another, as they were named, shrank from so terrible an ordeal, there was not nerve enough in the entire gathering to break the news at my humble home. Long before any one dare reach that once happy home of mine, the news boys who care neither for the living or dead, were sounding my name and my fate in every avenue of the city, and my wife caught the refrain, while I was by her side in the spirit and beheld her weep bitter tears of anguish, and then it was I knew she loved me.

At the depot the brethren concluded it not best to take my remains to my late home, but repaired to an undertakers, and procured an elegant casket, ar-

ranging them carefully therein and making up the difference in weight by depositing fully one hundred and fifty pounds of sand, closed the lid never to be opened more ; while the steel clasp of my late grip sack was held back as a visible evidence of my identity, and the method of my taking off, the empty flask was properly laid with the bones.

The funeral was one that made me proud ; the crowd of people and the apparent sympathy was overwhelming, and I felt like shedding tears myself. Had I died under other circumstances it is barely possible that some of my brethren would have been fined for non-attendance, and the obsequies were not on a Sunday either. The preacher warmed up in his remarks and frequently pointed to the casket with eloquent remarks respecting the little remnant left of my mortal frame. I did not care to correct him at that stage of the exercises, in fact it was of no use to do it, as the bones were once mine as property, they were not mine as person, as to the sand *that* was only thrown in as a make weight.

My bones were buried with great reverence, and there was no misunderstanding between the clergy and the order which should take precedence, flowers were profuse upon the coffin, and the sprigs of evergreen came near filling the grave ; and when the brethren pronounced the last "Amen" I fled at once to the gates of paradise, where the good St. Peter sat, apparently waiting to receive us. The view I was enabled to gain of the elegance, comfort and happiness inside the gates, exceeded all the detailed accounts I had ever read or heard, the truth is, all attempts to convey an idea of the condition of things within, are useless, coming so short that they are practically of no avail. His holiness was busy as I stood upon the narrow platform awaiting my turn. All the spare time I had was employed in feasting my eyes through the half open gate way into the glories beyond.

In a kindly and half business sort of way, St. Peter, turning towards me, said :

"Do you wish to enter the Supreme lodge for final repose?"

"That is my desire."

"Your name, age, residence and occupation, please?"

I gave him all he required, when he opened an immense book, and after turning over a few leaves, he said :

"I have it."

"Tell me, in general terms, why it is that you regard yourself fitted to enjoy the final pleasures of paradise?"

"I have, all my life, since the age of twelve years, been a church member—subscribed to all its doctrines and fulfilled all its requirements."

"My good sir, do you not know that it is many years since the name of 'CHURCH' has lost its proper significance ; it has become applied to so many and varied organizations, that it is difficult to know what is meant ; there are associations which are named 'Church,' whose leading article of faith is specially leveled against those friendly bodies which are active in benevolence, charity, brotherly kindness, virtue, temperance, knowledge, truth and friendship. Many under the guise of Godlike names are controlled by the arch enemy of humanity, and are winning thousands to their faith and practice. (I refer to the church of latter-day sinners.) Does this church, in which you have devoted your mature years, indulge in raffles, lotteries, lawn fetes, fairs, suppers, theatricals, grab-bags, strawberry festivals, neck-tie parties, or such like tricks of the devil, inspired by the preachers, in order to raise money to pay his salary ?"

"Seldom."

"Well, sir, have you, of your own free will and accord, ever speculated in the necessities of life, or in portions of God's footstool, in stocks on change, bought "futures," or bet on elections, or horse races ; finally, have you ever wrestled with the Tiger ?"

"Very little, but uniformly lost."

"You say you have long been a church member—does your church teach more of faith than works ?"

"Our church is grounded on faith, the hardest work its members have to do is to pay the pew rent and the salary of our minister."

"Have you ever been initiated into and become acquainted with the organization and work of any benevolent, charitable, social or friendly association, instituted for bettering the condition of your race, in order to ward off the ills of life ?"

"Yes, sir : I am a member in good standing of the Independent Order of Odd Fellows."

"'Tis well ; there is yet hope for you ; that is a well meaning and well practiced institution, as much so as human agency can make one. We have many of your order within who have adorned their lives and profession on earth, to great satisfaction ; we have here Wildey, Ridgely, Porter, Williamson, Thomas, Adams, Winn, Lindsley, Race, Chapin, Shaffner, and many thousands more. Give me the pass word of the third degree of your order, as you wish to enter the celestial lodge, and it is now opened in the highest degree."

I whispered in St. Peter's ear, at which he acquiesced.

"Do you regard yourself as well posted in all the ritual, and have you that confidence in your ability, that you are willing to submit to the test of a careful examination of all the intricate requirements of your good order, with reference to your identification as an initiated and worthy member?"

"Most assuredly, your holiness. *I am a P. D. G. M.*, and claim to be fully posted."

"About how many different items have your order for study, in order to be perfect in securing recognition?"

"Perhaps thirty."

"Do you regard a man a good Odd Fellow who attends his lodge regularly, and is well posted in the requirements during lodge hours?"

"We regard him as a bright member."

"Now sir, I find on folio 17,680,406, of liber X, that, on the 26th day of April, 1881, while on your way from Kankakee to Chicago, after celebrating the anniversary of your order, you personally witnessed the sufferings and distress of three orphan children, and their mother, without exciting a sympathetic emotion of your heart or hand to extend relief, and you passed by like the Priest and Levite of old—have you any excuse for such conduct?"

Just then my throat grew a little dry, and I could hardly say that, at that time, I was thinking of my dear little ones at home, and feared they would need what little I had by me, for their comfort. At this St. Peter appeared to look cross at me: his eyes dilated, and a sort of scowl came over his brow: I feared I would not be able to work my way in, and all would be lost.

He said: "Does not your order teach you, besides those thirty things, better work than you have been doing? Is not its sheet anchor grounded in the idea of humanity, that but one family dwells upon the face of the earth, and that you are bound to relieve the distressed, if in your power so to do, wherever you may find it, and to seek out the orphan and care for such? YOU UNFAITHFUL ODD FELLOW, YOU HAVE FASELY SHRINKED THE CHIEF DUTIES REQUIRED OF YOU, AND HAVE THEREBY VOLUNTARILY SEVERED YOUR CONNECTION WITH YOUR ORDER. AND NOW TO HADES WITH YOU."

With a vigorous thrust, his right hand on my breast, over I went backwards, whirling head over heels into a black abyss, continually increasing in rapidity of my revolutions as well as the downward motion, until I saw and smelt a vast sea of molten brimstone in which I fell, splashing the liquid lava like a turbine water wheel far and wide; when rising to the surface I saw a vast concourse of grinning devils with triforked barbed spears, aimed at me, threatening to pierce me through if I attempted to escape. I made no sign of dis-

treasure, for there were none but devils in sight to answer, nor could I if I would, Little imps taunted me by throwing skulls and cross bones, broken three links, bent scythes, axes, serpents, scales and swords, hour glasses, and coffins, as if to add torments to my intolerable sufferings. While I lay in this condition, three huge devils marked out in bold relief, on a billow of that sulphur sea, the outlines of three orphan children and their suffering mother, which was more painful to me than all else. With a sharp punch in the side a gruff voice the conductor shouted in my ear : "CHICAGO."

When I became fully awake, I reflected upon the narrow escape I had had ; and a feeling as if I had been kicked by a spiked team of trained mules, into a new degree of fellowship which I had never been initiated into before, all the while reflecting that if I found any orphans or widows in distress, I would share with them, taking the chances that if my own were in need, some good Samaritan would possibly come along and do likewise.

KANSAS CITY, December, 1883.

"Jump on the scale," the butcher said
 Unto a miss one day,
 "I am used to weighing, and," said he
 "I'll tell you what you weigh."

"Ah, yes," came quick the sweet reply
 From lips seemed made to kiss ;
 "I'm sure, sir, that it would not be
 First time you've weighed amiss."

The butcher blushed : he hung his head
 And knew not what to say :
 He merely wished to weigh the girl—
 Himself was given away.

—*Boston Transcript.*

A restaurant keeper lately received a call from a dealer, who offered him some superb rabbits at a very low price.

"If you gave them to me for nothing," replied the restaurant-keeper, "I would not take them."

"Why not."

"Because the day when I began to serve real rabbits to my customers they would perceive that I have been giving them cats for the last twenty-five years."—*San Francisco Wasp.*

THE BLUE AND THE GRAY.

HAND IN HAND AT GETTYSBURG'S GREAT STRUGGLE.

The Memorable Battle-field as seen to-day—A Sketch that will thrill the hearts of Old Soldiers.

One day, some twenty years ago the people of this country picked up their morning papers and found mentioned there the name of a town unknown before, but which has since stood as the representative of the most dramatic battle ever fought on this continent—Gettysburg. Sitting here to-day in the genial sunshine which agreeably tempers the coolness of the air, with no more warlike sounds reaching one's ears than the cries of the schoolboys on the streets, it is difficult to go back in memory to those three feverish July days of 1863, when the air was populous with flying missiles, vocal with the terrific turmoil of the gigantic struggle, and the streets of this little Pennsylvania town ran red with human blood. I walked over the ground to-day, from the right at Culp's hill along the slope of Cemetery hill, where Lee's hand came nearest to clutching the union throat, and so on to the little Round Top just beyond, against whose rugged side the confederate right surged and thundered in vain. Every inch historic ground, sacred to the memory of those dead heroes whose skeletons now lie under the sod of Cemetery hill,

WITH THEIR FEET TO THE FRONT,

as they fell. Many of my school-day friends are there, some of whom I saw last as we came marching up the hot, dusty road, others of whom I remember as they went down and were left behind while we were driven back, and still others who turned their white faces up to the pitiless sun among the brown rocks where we fought and won at last. All along the line upon which the union army finally rested, the Gettysburg Battlefield Memorial association have cut out an avenue, and along this highway are numerous tablets marking the positions of regiments and batteries. Notable among these is a granite monolith bearing this inscription :

.....
 THE GROUND OF THE LAST ASSAULT.
 THE PHILADELPHIA BRIGADE,
 GENERAL ALEXANDER S. WEBB,
 Held this Height July 2 and 3, 1863.

In itself the ground in the immediate vicinity suggests nothing, but this was the most memorable point of the war, for here on this little area of grass-

grown earth the wave of rebellion reached its greatest height, and from this point was dashed back in bloody spray. Gettysburg was the grandest dramatic spectacle of modern times, not only because of the

ADMIRABLY ARRANGED GROUND

upon which it was fought, but because of the events of which it was the logical result and the tremendous consequences which followed it. Waterloo merely marked a change of monarchs. Gettysburg was the life of a nation, and smashed the chains of 4,000,000 slaves. Chancellorsville was barely two months old, and its shattered wreckage had not yet been hidden by nature's kindly mantle. Virginia had been harried by the army of the Potomac until there was hardly a roof-tree left standing in its eastern border. The circumstances being favorable, it would be a good stroke of business for Lee to give the loyal states a taste of what war actually was. His orders were given, and soon, like the baleful shafts of the midnight aurora, the columns of war streamed across Maryland and penetrated far into the loyal state of Pennsylvania. In the little hamlet among the hills the rustics gathered, and, looking at the pillars of smoke by day and columns of fire by night, they said, with white lips: "The rebels are coming!" And then they came, ragged as Lazarus at Dives's gate, but brave as any conquistador who followed Cortez into the heart of Mexico. The army of the Potomac came after, and by an unforeseen combination of events,

THE TWO ARMIES MET

in the magnificent amphitheater at Gettysburg. Some forty years ago, twenty years before the battle between Mead and Lee, an eminent British officer visiting this place, upon surveying the ground, exclaimed: "What a splendid place to fight a battle!" Two parallel ranges of hill, about three-quarters of a mile apart, and a valley with gently sloping sides between, on the extreme right, and somewhat in the rear, Culp's hill throws up its wooded crest; the next Cemetery hill, upon which fell the blow of Pickett's charge on the last day of the fight, to the left of Cemetery hill is an easy slope of a mile or more, and then the precipitous sides of Round Top guarding the left flank of the union line. Upon the opposite sides of the valley runs Seminary ridge, from which came that awful confederate cannonade that rived the rocks and seamed the earth as if some cyclopean plow, driven by a hurricane had passed over it. At the foot of Cemetery hill, partly in the valley and extending some distance up the hill side, lies Gettysburg, now a town of some three thousand inhabitants. On the crest of Cemetery hill is located the national cemetery which contains the body of

THE UNION SOLDIERS

who fell in the battle. It has been made beautiful as art could make it ; but, while I do not begrudge the gallant fellows who lie there the splendid location, I think it would have been better to have located it in some other place and left the battle-field as it was at the close of the fight. Great care has been taken in this respect on other parts of the line, and the visitor of to-day looks on the ground almost as it lay when the two armies were locked in that mighty hug. The battle of Gettysburg was indeed a grand spectacle, rising in dramatic interest from its opening act, when the confederates drove the union line through the streets of the town, to the final movement when Pickett's 18,000 men of iron moved up the death-swept slope of Cemetery hill, splashing blood at every step, and the curtain was rung down on the master act of the great confederate general. Moving along the line to-day and noting the great number of Pennsylvania regiments which participated in the battle, particularly at the most vital point, it seemed to me there was much of poetic justice in the chances which brought these men forward so conspicuously to

DEFEND THEIR NATIVE SOIL,

and they did it nobly. as is demonstrated by the long lines of Pennsylvania soldiers who maintain the bivouac of the dead on the heights above the town. Twenty years after Pharsalia, when Pompey's star set to rise no more and Cæsar's sun mounted to the zenith, Roman soldiers of the contending factions may have peaceably met on the hard fought field to note the points where they stood in the fierce struggle. So now, when a score of years have whitened the heads of those who grappled with each other on this bloody field, they come and in the friendly clasp forget the hatred of the long-gone time, and remember only the heroic acts which still shine like diamonds in their somber setting. They come, some bent and broken by wounds and suffering ; some with an empty sleeve dangling where once hung the good right arm ; and some whose crutches bend and creak under the dead weight of the shattered bodies they support. To day come the men of Massachusetts, who at Gettysburg showed their defiance and hurled their leaden protest across the narrow space which lay between them and the gray-clad lines of

DISUNION AND NATIONAL RUIN.

Sprinkled along the line here and there, in the meadows, under the trees, and among the rocks which dot the field, they found the places where they had left their dead, and with loving hands planted the marks by which the American of the future may read their part of the history of the fight of Gettysburg. It has three points of transcendent interest, and by virtue of the dramatic dis-

tribution of leading features which makes this the battle of the war, each of its three hot days has one. First is the inauspicious opening of the fight in which the gallant old first corps fought two to one for hours, then outflanked and taken in the rear, changed front and still fought on; overlapped again, took a new position, and blazed back the fire which crept so swiftly around its unprotected flank, and only when to remain was destruction, fell back stained crimson with its own best blood, and again raised its colors on the front to which victory came at last: though when that victory came the ringing cheers of his men could not reach the ear of their dead commander, the gallant Reynolds. To-day I looked on the painted board nailed on a tree which marks the spot where he died:

.....
 : HERE FELL GEN. REYNOLDS, :
 : JULY 1, 1863. :
 :
 :

IT IS A SIMPLE, PLAIN EPITAPH,

but when the men who knew him as their general read the words I saw their eyes fill with tears, and they turned away in silence. Such a tribute from such men is worth more than a mausoleum higher than a pyramid. What McPherson was to the army of the west, Reynolds was to the army of the Potomac, and although the years that have since swept by have washed out the remembrance of many stirring events, the memory of their gifted corps commander was still fresh and green. Among the regiments who fought this desperate first day's struggle, were the 12th and 13th Massachusetts, the former one commanded by a son of Daniel Webster. Having located the position of the two regiments the party passed through Gettysburg and out south on the Emmettsville road, when the flags of the 2d division, 3d corps, was seen flying from a fence-corner, and as the white diamond came into view it was greeted with a cheer. This was the identical flag flying on the identical spot where it waved on the second day of battle, when Sickles was driven from the advanced position which he occupied. In the history of the fight, as published, Sickles's action in

LOCATING HIS LINE

here was claimed to have made a mistake, but I was assured to-day by a party who claimed to know, that Sickles did it to bring on a battle, being under the impression that Meade would not fight here unless forced. The conversation between the two generals, when Meade rode out to the exposed line, was exceedingly concise. Said Sickles: "I will withdraw the line if you wish." "D—n it," returned Meade, "they won't let you." And they did not, for at

that moment the shrill confederate yell was raised immediately in front, and Longstreet came down on the corps like an avalanche. Just across the road from the corps flag is a log house with weather-beaten shingles turned up in disgust at the weather. One of the boys rummaging about its shot-pierced walls suddenly called out: "Hello, boys, I'll be blamed if here ain't the very oven we cooked our bread in that day," and true enough, there was the old brick structure in which the eleventh Massachusetts baked bread, while the air was filled with flying lead. Time has dealt very gently with things about Gettysburg, and, with the exception of a few improvements, the landscape and buildings remain as they were over

HALF A GENERATION AGO.

Farther on, up the same road, is the famous peach orchard, or rather its ghost, for notwithstanding a large board bearing the inscription, "Peach Orchard," the trees have disappeared. This was the angle of Sickles' line, and on it beat a storm of battle so fierce that the lines went down like grain before the reaper. Still farther to the left is the wheat field, but the wheat has given place to a luxuriant growth of grass. When the day's work was done there the field was a red mire. From the few stalks which stood up were trickling like globes of blood. Of the battle at this point, Longstreet said that for two hours it was the most desperate fight he had ever seen. Still farther to the left we came to the Devil's Den, where the battle raged with a ferocity worthy of all the fiends below. It is a dismal hollow, strewn with huge rocks and curtained by a growth of oak and maples. Step by step through this glen of death the union forces fell back, and from each covert in the gloomy area sprang the rifle's flash and sped the murderous bullet. Four weeks after the battle bodies were found wedged among the rocks where the men fell, and I do not know but

IN THE BLACK NICHES

which abound there might yet be found the moldering skeletons of some poor fellows who crawled into the crevices to die. Immediately above the Devil's Den rise the bold faces of Little Round Top and its companion peak, Round Top, which bore so important a part in the battle on the left. Once in possession—and they only missed it by the barest chance—the confederates would have commanded the whole field, and Gettysburg would have ended in disaster to the union troops. This was the extreme left flank of the army of the Potomac. It was impregnable, as Longstreet found to his sorrowful cost when he essayed to scale its rugged sides in the face of the union force. Turning to the right of the union position we came down the hill, locating the Massachusetts men as

we passed along. About the center a board announces that General Hancock was wounded here July 3, 1863. This was the crucial point, and within a few yards is the corpse of trees where, as has been written, the rebellion reached its high-water mark. To me there is nothing so pathetic about this whole field as a little piece of board, within a few feet of the spot where Pickett's charge was repulsed in bloody wreck, bearing in lead pencil these words :

.....
: GEN. ARMISTEAD FELL HERE. :
: :

THIS IS THE FOREGROUND

of Rothermel's celebrated picture. This is the little edition of hell on earth, where bayonets clashed against bayonets before they were plunged into quivering bodies ; where men's breath was exhausted by the terrific muscular struggles, and they glared into each other's eyes with the hate of fiends ; where friend and foe fell thick as autumnal leaves, and the wounded were smothered, strangled, by the bodies and dead above them. This was the point where the fiercest, wildest, almost successful lunge of the confederacy was made, and here Armistead fell—the rebel who had the honor of climbing higher toward the life of the union than any other confederate general officer. From the cupola of the seminary just across the shallow valley Lee looked on the destruction of his last hope, and one can easily imagine that until Appomattox came, with its hopeless surrender, the confederate commander saw no sadder moment than this. Success meant the possession of Washington, Baltimore, Philadelphia, perhaps New York, a paralyzed north, recognized by Europe—Everything. Defeat here on this little God's acre was the ruin of the south. So, torn by the pangs of a useless regret, he gathered together his shattered army and departed forever.

JOHN RITCHIE.

— ♦ —

An amusing anecdote is told of a man who was fond of his libations, and was very apt to come home late at night feeling very "happy." On such occasions his wife inflicted Caudle lectures upon him. One night, as he stumbled into the front hall-way, he thought of the lecture which was in store for him, and began to devise some plan to avert the same. He saw a large umbrella, which he seized and took to the bed-room. Quietly divesting himself of his clothes, he stole into bed, and spreading the umbrella, held it over his head. "Wh—why, Isaac, wh—what does this mean?" shrieked his wife. "Oh, (hic) nothing, my love. I (hic) thought I'd be prepared (hic). G'night." The lecture was dispensed with, and Isaac had a story to tell in the shop next day which seemed to give him lots of comfort.—*Providence Press*.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 212 East Water street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

RAILWAY EMPLOYEES.

In order to successfully conduct the business of any Railway line it must secure faithful, efficient and trustworthy employees. Without such the successful operation of any line is impossible.

By the term Railway Employee, we do not confine ourselves to the Conductors, engineers, firemen, brakemen and so on down to the end of the roll, but to each from the president to the trackwalker, all are employees. The board of directors, representing the capital invested, employ a president and place in his hands the directorship of the line, and you will always note that the greater ability with which he surrounds himself the more successful will be his administration, and the more successful will be the line he represents. The arguments holds, but with still greater force, the nearer you come to the operation of the line proper. As we approach this line in the service the personal responsibility increases instead of diminishing, and when reached the class of employees that are in charge of the actual performance of the work and performing it are the ones that shoulder the main responsibility of the successful operation of the line. This should then offer an incentive to superior employee to perform their duties in such a manner as to incite all grades employed under them to become interested in the work, to have them feel that it is their work, and that by working in the interest of their employers they benefit themselves. In this way with care on the part of the superior employee a thoroughly effective service can soon be established. We can at this time assure our readers that this result cannot be reached by any arbitrary or insulting action of any employee. The simply signing president, manager, superintendent after a man's name does not change him in the least, and all should never forget that positions in this world are but transient and the day may come when the order of things may be reversed and he who now grinds with the iron heel may at some future time be under the heel of his fellow employees. We have never heard of any employee gaining the respect of his associates by insulting him. Such employees are a disgrace to any service, and the sooner they are

driven from it the better. In order that the work may be performed perfectly the service must be perfect, and any employe who takes upon himself the responsibility of sowing the seed of discord in the service should be promptly dismissed. Investigate closely and you will see the more ignorant the man the more liable he is to create discord, he may be on the one hand excusable on account of his ignorance, but at the same time one such employe will do more to disintegrate the service in one month than his associates can overcome in a whole year. Another class and they are to be even more dreaded than the former, they are those who have the *capacity* to attend to their own business and that of all their associates that may come within their notice. They are "never at peace unless at war" and they keep the service in their own neighborhood in a general uproar, making it unpleasant for themselves and all their associates, and assisting, by all the means in their power, to make dividing lines in the service, to arrange it into cliques or rings, and each antagonistically arrayed against the other waiting for an opportunity for revenge. Can any service in this state be a successful one? yet this is the sure outcome of ignorance in railway service. We have always noticed that the greater respect shown and confidence imposed in employe of a lower grade the better was the work performed, and we have likewise noticed that should they be treated like slaves they did just what they were obliged to do and no more. We are all susceptible to kind treatment, and any man will perform better service when kindly treated than the reverse. Another bad feature that often creeps into the service is favoritism among employes which should never be tolerated on any line. If a brakeman gets drunk on duty and is dismissed, serve all classes in the same manner for a like offense even be he superintendent of the road, Maintain the discipline by a straightforward open fairness and all are benefited. If an employe is incompetent relieve him and place a competent man in his place. Don't be afraid to admit your mistake before your associates, for all make mistakes. Do not endeavor to make old, faithful employes cover up his shortcomings, and put imaginary blame on them to attract attention from the incompetent one who usually is the favorite. Treat all fairly be he employe of greater or less degree. Be gentlemen always whether at home or abroad, giving your whole attention to your work. Perform your services to the best of your ability, treating each of your associates with due deference. Pay strict attention to all orders of your superior employe's and I can assure you that a service made up of such men and such acts cannot be far from perfect, and he who performs his whole duty faithfully will have but little time or inclination to meddle with the affairs of his associates.

TRAIN DISPATCHING.

We clip from *The Railroad Age*, the following portions of a statement said to have been made by Mr. D. T. Brown, Superintendent on the Toledo, Cincinnati & St. Louis line: "The many collisions which have occurred in this country of late years have been generally when the conductor undertook to use his judgment against that of the dispatcher." We hardly think Mr. Brown meant to be understood in this way, for many reasons. Is it a fact that *many or any* of the collisions of the past year or years can be brought under the article above? We certainly pity any line that have Conductors who openly and avowedly use judgment against the written orders of a Train Dispatcher. *Conductors sometimes, Dispatchers sometimes, Superintendents sometimes* forget their orders, and great damage is done, both in loss of precious lives and property of the company; but does this come within the line of *using judgment* against the orders of the Dispatcher? We think it a lack of judgment rather than the use of it. Then again isn't it much more probable that the Dispatcher, as he is *truly* pictured with his long line, trains of all descriptions moving from point to point on it, should forget *his* orders than the Conductor—his with but one train and one order? We think so. Another fact we have also observed, that if collisions do occur the first move of the party nearest the Throne will be to secure himself and put the blame on some one else, and of course the Conductor being in charge is the one blamed. We call to mind now of being informed of the circumstances of a collision where two trains were moved by Dispatcher, and they came on a straight line, stopped, and the Conductors compared orders, they both showing that they had been run by one another one station. Both were suspended by report of same Dispatcher, and upon investigation were faced by the same party positively denying that he had given any such orders. His book was examined and found correct, and the consequence was that the poor crippled operator at one of the receiving stations was discharged, when something like a year afterward it transpired that the original orders had been written on a piece of blank paper, and after copied into the book, (the book being in use by another party at the time.) We simply give this to show the odds against those who are out on the road, and away from where the work is actually performed, and to farther show the incentive to throw the blame on some one else, usually the conductor.

We assure our readers that we write this without any desire to detract one iota from the responsibility and faithfulness of our Train Dispatchers. We know their work well, and have many times wondered how they were able to

handle the amount of work as promptly and safely as is done by them, and we believe we can safely assert that no position in the Railway service carries with it the same responsibility and work for the small compensation paid as that of a Train Dispatcher.

THANKS.

We desire to return our thanks to our brothers for the many kind expressions of appreciation of our work, and we pledge you, as before, to give you our best effort in future as in past. We soon expect brother H. Shew will be with us, and that will enable us to get out among the brothers as of old, and again take you by the hand. We purpose to place the mailing department in the hands of brother Shew, and that will give us about ten days each month for visiting and organizing new Divisions. We will endeavor to visit all this year that have not been visited, and organize all that we can reach. Thus far this has been the busiest year we have ever seen, and at present appearances it will continue so to its close.

We want to ask the brothers, one and all, to give us this year, as in the past, your hearty support ; this is the secret of our success, we all worked and we had success, and if we continue to work success will attend our efforts.

The Order of Railway Conductors is the safeguard and support of its members, and we earnestly believe that even the youngest, weakest member can do something to benefit the order, and thereby benefit himself, and by this make his protection so much the stronger in case of misfortune.

Our Monthly is bound to succeed, if the brothers give it a faithful support, and I believe they will, as with the help of all the members, we hope to make it just what all Conductors want, both for themselves and their families.

We ask you again to push the matter forward until it is not only self-sustaining, but sustains the order.

We are pleased to note the interest manifested in our fraternal department. We have been obliged to curtail the editorial department in order to make room for the fraternal matters that come in promptly I am glad to say, and to such an extent that we fear that many will be crowded out and left over to the March issue. We desire to suggest that in writing your communications do not extend them beyond three sheets, and write plainly on one side of the sheet only. That will give us more room. We are at the same time pleased to see the brothers willing to give the news in their respective localities. You have our thanks for your contributions whether long or short.

We clip the following from the Cedar Rapids *Daily Gazette*, from the pen of our worthy brother, W. P. Daniels, who has been Grand Secretary and Treasurer of the Order for the past six years, as showing the position of the Order in matter of strikes.—EDITOR.

AUGUST 17th, 1883.

To the Evening Gazette:

The *Daily Republican* of this morning copies your editorial on the Telegrapher's strike, and in another portion of the paper comments upon it as follows :

"It is hardly necessary to comment on the unreasonableness and injustice of the '*Evening Gazette's*' editorial on strikes elsewhere copied : It defeats itself as it goes along,"

It is strange to me, that after the experience of strikers in the past, there could be such a thing as a strike among men who have the education and ability to keep themselves posted upon the events of the world, and it is still stranger that there can still be found, men in the ranks of journalism to defend the strike of the telegraphers, which has already proved itself a failure.

It would seem that, with the experience of the past, the inevitable and inexorable law, that supply and demand must and will regulate the wages paid, might be learned without a repetition of the disastrous and expensive experiment of a strike. While in a conflict of this kind, it is true that capital is injured, some times fatally crippled, yet in the end, it is labor that suffers most.

I venture the assertion, without fear of successful contradiction, that there is not a striker in the United States to-day that is not poorer on account of his connection with a strike.

For one example, out of many, look at the strike of the Iron workers last season, which I believe cost them in round numbers, \$2,000,000.00, a much larger sum than the increase of wages which they asked, would amount to in many years, had they been successful.

I am a laboring man, and since I was sixteen years old have never had a cent that I have not earned. Fourteen years ago I participated in a strike, and it has taught me one salutary lesson, and that is, that so long as my employers can hire some one else to do the same work that I do, for the same or less wages, it will not pay me to strike for more, and that whenever the demand for my labor is so that they cannot get some other person to do it for the same wages, my wages will be increased without my wasting from one to several weeks in a strike.

How does the arguments in this morning's *Republican*, in favor (?) of strikes, strike the strikers ? It must be encouraging to read that "fifty striking operators have returned to work in St. Louis, twenty-two in New York," and so on

through the first half of the column, while farther on we find that, "among the business transacted to-day, was the *repudiation of all debts* of the *association*, on account of *strikes in the past year*," from the proceedings of the "Iron and Steel Workers Association."

Surely "it is hardly necessary to comment on the *Gazette's* editorial on strikes."

In conclusion, I wish to say to the operators, my sympathy is with you, but you have made a bad mistake in striking. To be sure it easy to say this now, but perhaps you will listen now, while two weeks ago you would not, because the Western Union was to be at your feet "to-morrow," but as that "to-morrow" is fast resolving into the "dim ultimately" you had better go to work *to-day* and *stick to it*, doing each day's work a little better than the last, and let your wages take care of themselves. If you will do this, my word for it, you will find that you have the correct solution of the labor problem.

There is much more that might be said, but as you will, undoubtedly, be read plenty of lectures from more able "I told you so's" than I, I will close by assuring you that, though I am not filling a striker's place, I would not hesitate to do so, if I could earn more than my present wages by it.

EX-OPERATOR.

INSURANCE.

By referring to our obituary column you will see the notice of the death of our late brother Clark, of Cleveland Division, No. 14, and in a short time, we are informed, you will be asked to contribute your mite to assist in raising the mortgage from the small home he has left for his widow and fatherless little ones. He was not a member of any insurance. He was, however, willing to join, but his ill health made it impossible. Now, brothers, there is more argument in this little notice in favor of an insurance than we could make in a year. Do you wish your wives and those dear little ones that come toddling down the walk to meet pa pa when he comes in from his trip each day, left to the cold charity of the world! *Oh no, do not say yes! yet you do say so, by your act.* Brothers it is time to wake up, and meet these grave responsibilities by acts that become men and brothers, and let it never be said of us that we came, gathered together our little family and then passed away—living only for *self*. If we love and appreciate our families as we ought, we have no fear for their future. Then let us prepare for the hereafter while it is yet to day, for beyond that we know not what is in store for us. Let all so live this life that when called hence, it will be said of us, *He performed his whole duty to his God, his family, his neighbor and himself.*

SUBSCRIPTIONS.

Those of our readers who are members of the order will, no doubt, be anxious to know just what we are doing by the way of subscription. We are sorry to see the marked indifference on the part of some Divisions of the order in this respect, as there are about thirty Divisions that have not sent in a name as yet. Brothers, this is a work that you can engage in with profit to yourselves. A well conducted monthly publication and liberal support will enable us to go forward much faster and with much less expense to the individual member than before. We are daily receiving subscriptions from conductors who never heard of the order until they saw a sample copy of our monthly. One writes me "*Send ten copies to my address by return mail with subscription blank. I can get you a good list. That kind of a publication has long been needed by conductors as a class.*" Many others of the same tone. Now brothers let us up and at it and let us see just how well we can do. We can make this a grand source of revenue to the order if we will try. To show what work will do, one brother sends in one hundred and forty-five names, and only twelve members of the order on his list; another one hundred and ten with but twenty members names on his list; and one brother who complainingly said, "I can't do anything," took a sample copy and surprised himself by getting twenty paid names in one day. There is not one member in the order but has a friend, and should he subscribe with his friend, inside of a month we will have eight to ten thousand paid subscribers.

Those who have taken hold of the work have done nobly. We are surprised to see lists of seventy-five and eighty names from divisions that have less than twenty-five members. There are five divisions that have gone above one hundred, and one division alone now has *five hundred and fifty* paid names, and they pledge themselves to make it *six hundred* at least. Our lists have now aggregate *twenty-five hundred*, and this without a sample of any kind to show.

Every brother should be interested in the future prosperity and welfare of the order, and as this is one of its best features, all should feel interest enough in it to work. The work of organizing new divisions is going forward nicely, many points are near ready. Before you read this, Cornwall, on the Hudson; Montgomery, Ala.; Meriden, Miss., and Grand Rapids, Mich., will be added to our circle, and perhaps New Orleans, La. We have already added *ten* new divisions this year, and have fine prospects of many others in the near future. Then let us work forward *harmoniously, honestly, brotherly*, building a structure that time can never destroy, and if no other re-

ward is vouchsafed let the prayer of the widow and the orphan be our reward for a life's duty well done. Let it not be said of us, either collectively or individually, that we have neglected our own or our brothers welfare, for there are times that will surely come to us all when we will want their kind care, if not for ourselves, for those loved ones that cluster around the hearthstone of our homes all over this broad land. Is it not a beautiful work? Is it not a Christian work? Let us then to work and build our castle strong, so that in the day of trial, when all the world looks dark and drear we can have "*the strength strong arms can give where perpetual friendship reigns.*"

IMPORTANT ANNOUNCEMENT.—I am prepared to offer to all persons, one year's subscription to the Railway Conductor's Monthly, and Membership in the United States Mutual Accident Association (see advertisement on outside of cover), for \$5.50.

Notify me by postal card of your desire to take advantage of this offer, and I will mail you circular and application blank at once. Upon receipt of your application and \$5.50, you will be credited for one year's subscription to the Monthly, and will receive a certificate of membership in the United States Mutual Accident Association.

JOHN C. WELLES,
Special Agent, Elmira, N. Y.

U. S. COAST AND GEOMETIC SURVEY OFFICE, }
WASHINGTON, D. C., Nov. 12, 1882. }

PROFESSOR S. E. HILGARD, Sup't C. and G. Survey, Washington, D. C. :

Dear Sir :—I have the honor to report in response to your inquiry made of me, at the request of Mr. J. Karr, jeweller, Washington, D. C., that Rockford Watches, Nos. 63561 and 66219 were used by me in the verification of the North Boundary of Wyoming Territory, in 1882, and subsequently in the Astronomical work of the survey of the East coast of Florida, in 1883. The very satisfactory manner in which these time pieces did their work is a matter of record in this office. I have the honor to be

Your obedient servant,
Approved, J. E. HILGARD, Sup't.

B. A. COLONNA,
Ass't Coast Survey.

Division Secretaries should read C. C. Ganung's advertisement, on another page. Specimens and price lists will be forwarded on application.

FRATERNAL DEPARTMENT.

MR. EDITOR :—Having an intimate acquaintance among some of men of your profession, and having been requested by one of them to give my views on the great question of temperance that is now agitating the minds of most of the greatest and best of all classes of society. The question of temperance is indeed a great one, and as it puzzles the minds of the foremost men and women as to the best method of dealing with the great evil, I trust you will not expect too much of one who has had no practical experience in dealing with the question, but one whose heart is with the cause of right ; one who would rejoice if this, the most blighting curse that now afflicts our fair land, not only our own country, but all countries, for go where you will you will see and feel its baneful influence and see its ravages : for where is the community but that has sometime seen the fruit it bears, in the shape of ruined homes and firesides, noble men and women dragged down to a paupers grave, or sent begging on the charity of the world, or some promising boy or girl brought to disgrace from the use of intoxicating drinks- Now, Mr. Editor, where is there a man above all others that should be a stronger enemy of the evil than the men that man the trains on our numerous railways ; where is there a position that requires steadier nerves or clear minds than conductors and engineers. The engineer should have his head perfectly clear, that he may act instantly should emergency demand, as he has arduous and responsible duties charged to him ; therefore *he* should be the champion of the cause of temperance. Then the conductor has *his* duties to perform. He must be polite to all, he must look to the safety and comfort of those under his charge, answer the many questions asked him in course of the trip, and often has to be near those to whom he is talking and, bah ! who with delicate nostrils and stomachs, want to smell the aroma from the breath of a patron of the bowl ? I hear many complaints from those who patronize our railways, as to the uncivil treatment received at the hands of some of the men connected with the train service. Now I know there has been a wonderful change for the better in the last few years, and I am glad to say I know the change is still going on. I was once informed by the superintendent of a railway that more complaints reached his office regarding the smell of liquor on the breath of his employes than from any single cause. I was informed by another officer, that it would be but a short time until all train men would be required to be total abstainers from strong drink. May God speed the day. I was told that a resolution was in-

troduced, and adopted, at the last meeting of your grand division, that the members of the order of railway conductors would abstain from the use of intoxicating liquors while on duty. Now, that is the right spirit, but, I do hope that every one of your members will abstain *altogether* from its use, and thereby set an example worthy of imitation by all.

Now, this is the golden opportunity, and you should improve it by all means. What a credit it would be for the members of your order to take the lead in this grand question, and show to the world that you are in earnest regarding the standing of the members of your association. Where can you find men that see and hear more eloquent temperance lectures than conductors do almost daily, in the drunken men on their trains ; and some of these men claim respectability when at home, but take the occasion of their absence to get under the influence of liquor, and sometimes furnish a whole menagerie themselves, to the disgust of others, and eternal shame to themselves. Now, after these numerous exhibitions, how any conductor can use the vile stuff is more than I can understand.

Then again, I am sure that should you wish to send your wife or daughter on any train, I know you would feel more contented knowing the man in charge of the train was a man that did not touch strong drink. You may answer this as you may, but I know that away down in the bottom of your heart, just what you think and feel. You say you would take the man that don't drink. Then again should you be a shipper on a road, you know that you would sooner trust your goods with sober men than the others? Let me ask you how you think it looks for a lot of men to stand up before a bar and pour glass after glass of the poison down their throats? Why, sir, if these same men had to stand out publicly and do this they would not think it such a thing, but they will slip in get their poison, and slip out by the rear door, thinking they are not observed, perhaps not, but you can't deceive the delicate sense of smell with which some of your passengers are endowed. They know as well as you that you have had your dram. So let me ask you with all the earnestness of a true friend to leave off the bad habit, for it has not one redeeming feature. It has nothing in its favor, but everything is against it ; it is bad company for any one to keep. Now, Mr. Editor, I am not a temperance fanatic, but having seen its work in many instances, and being desirous of seeing your order flourish as it deserves, I certainly think it could advocate the cause of temperance and reap a rich reward in the end by keeping steadily in the right path. Wishing you the fullest success, I am yours truly,

SLOUGHWATER.

DUTIES OF THE CRAFT.

[For the Conductor's Monthly.]

To afford succor to the distressed, to divide our bread with the industrious poor, and to put the misguided traveler on the right way, are duties of the craft, suitable to its dignity and expressive of its usefulness.

Come, and let us seek the straying—
Lead him to the Shepherd back ;
Come, the traveler's feet betraying,
Guide him from the dangerous track.
Come, a solemn voice reminds us—
Come, a mystic fetter binds us.
Brothers, here your duties lie—
Hark ! the poor and needy cry.

Come, and help the needy poor,
Break to him the needed bread ;
Longer he cannot endure,
Come, ere famine mark him dead.
Bounties rich to us supplying,
To the poor are oft denying.
Brothers, here your duties lie—
Hark ! the poor and needy cry.

Come, where sorrow has its dwelling,
Comfort bring to soul distressed ;
To the friendless mourner telling
Of the Rock that offers rest.
What would life be but for Heaven ?
Come to us this message given.
Brothers, here your duties lie—
Hark ! the poor and needy cry.

Conductor brothers, every nation
Hails your bright and orient light !
Fervent, zealous, free, your station
Calls for deeds of noblest might !
Seek—the world is full of sorrow ;
Act—your life will end to-morrow.
Brothers, here your duties lie—
Hark ! the poor and needy cry.

ST. PAUL, Minn., December 23, 1883.

EDITOR CONDUCTOR'S MONTHLY—

St. Paul and Minneapolis Division No. 40, O. R. C. sends greeting, and we regret very much that we cannot send you at least two subscribers for each member of the Division. The members, 117 in number, are so scattered that it is almost impossible to get word to them. We are in a very flourishing condition, with the best of officers, who are as follows :

C. C., George E. Pennock, St. P. M. & M. Ry.

A. C. C., J. H. O'Neil, Nor. Pacific, Ry.

S. & T., Fred. L. Chase, St. P. M. & M. Ry.

Sr. C., M. J. Flynn, St. P. & Duluth Ry.

Jr. C., N. Bouse, C. St. P. M. & O. Ry.

I. S., W. S. Repass, C. M. & St. P. Ry.

O. S., William Doyle, C. St. P. M. & O. Ry.

All hard workers, who try to be present every meeting. Always in the line of duty striving to do their best for the noble order they represent. Since beginning of fiscal year we have gained ten by initiation, and with eight petitioners in hands of investigating committee, three lost by withdrawal card, which indicates that the O. R. C. is not dead or dying in Minnesota. We look for a season of prosperity such as we have never seen. There are many good Conductors running trains into St. Paul and Minneapolis whom we should like to enroll among our subscribers, and hope to ere long. We now have about thirty-five members in insurance, and steadily gaining. I hope before the closing of present fiscal year to see at least 2,500 members belonging to insurance organization, from different Divisions, instead of the seven or eight hundred as at present. Let every brother see to it that he provides a competency for his family, by joining the Order of Railway Conductor's Insurance. It is one of the principal planks in our platform, and should not be neglected, and I feel that if all the brothers would give it the attention they ought, and understand it thoroughly, they would neglect it no longer. Let us take hold of this question, brothers, with the determination to give every disabled brother or brother's family, two thousand dollars. Money expended in this way will repay many fold in time.

All brothers in this vicinity expect a great deal from our journal, and why should we not? Few similar enterprises can boast of greater talent than the O. R. C. Let us sustain and assist Brother Wheaton and associates. We feel that we shall not be disappointed, and in turn, we must work all our spare time for subscription lists, and our interests in this and all other points in O. R. C. it will pay.

No. 40

TO RAILWAY CONDUCTOR'S MONTHLY—

We to-day send thirty names to brother Daniels for the Monthly. Our Division is doing nicely. We had two promotions at our last regular meeting, and have one candidate ready for our next regular meeting—all good material. We won't have any other.

Brother Flack is still running between Bluffs and Hannibal. Brother F. A. Henshaw is at present laying off. Brother William Reilly has left the Quincy Local, and is now at Springfield, Ill. Brother William Gallagher has left train service, and is now Ass't Train Master, Decatur, Ill. Brother G. M. Hast is the Extra Passenger Conductor on main line. Brother Ed. O'Hara has charge of the Quincy Local. Brother F. L. Bayless has been promoted to the passenger service. His run is between Peoria and Jacksonville. Brother H. W. Ballou is running between Decatur and Danville, and is well liked by all. J. H. Hunt is still on the Local between Springfield and Decatur, and by the way, it is said that he has lately been married. Brother L. F. Whalan has withdrawn from our Division and is now a member of No. 3, at St. Louis. Brother Vanway Vasconnelles Ryan and B. H. Henwood handle the through freights between Springfield and Moberly. Brother W. A. Coogle, of the H. & St. Joe, have been promoted to the passenger service, and run between Cameron Junction and Atchison, also Brother V. D. Fitzgerald, whose run is between Quincy and Kansas City. Brothers Arnold, J. Mitchick, Davis, Russell, Northcut, W. E. Mitchick and Shea are on through freight, East Division, H. & St. Joe, all good and reliable members of Division No. 39.

HANNIBAL, MO., January 3, 1884.

EDITOR RAILWAY CONDUCTOR'S MONTHLY—

Perhaps a few notes from the Elmira Division of the N. C. R. would interest some of your readers, and more especially as many of the old time boys are scattered pretty much all over this country. The Elmira Division referred to lies between Williamsport, Pa., and Elmira, N. Y., 79 miles, and is manned by twenty-four engine crews—eighteen freight and six passenger crews. Many of those in the passenger service are old timers indeed. Brother J. H. Post has been with this company twenty-two years, brother E. E. Potter seventeen years, W. E. Dale fifteen years, and A. Buryett twenty years. Our business in the freight department is light at present. Passenger business good. Will endeavor to give names of some of the employes in my next. Let us hear from some other Divisions of the N. C. R.

ELMIRA, January 15, 1884.

A.

WILLIAMS, A. T., January 10, 1883.

EDITOR CONDUCTORS' MONTHLY :—

We are in receipt of the first number of the Monthly, and are very much pleased with it. We wish it a *splendid* success. Find "Dinero" enclosed to help along the good work. Members of No. 85 are scattering badly, but new ones are coming in to replace the absent.

Jas. O. Dodge, S. C., has resigned his train, to accept the position of train dispatcher in the Albuquerque office.

J. F. Wood, C. C. is in the A. & P. hospital with a very severely sprained foot, the result of a wreck on the Fifth Division. We hope to see Frank out in a few days ; too good a train man to be in a hospital.

Thomas Gillery, an old reliable conductor of the Second Division, came up Sunday and was initiated in No. 85.

Conductor A. George, our O. S., and one of the oldest conductors on this end of the A. & P., has resigned, to accept a position east.

James Welch, formerly yard master here, has taken a run on the Fourth Division.

Conductor Thos. Topley has been very sick, but is now able to resume his run on the passenger.

Frank Gorham has been promoted to conductor, Third Division.

W. H. Simpson, formerly conductor on the C. & N. W., is our new yard master.

Pay of brakeman has been raised from \$60 to \$65.

Mr. D. Hardy, superintendent, has been making some changes in his officers. Arizona Division is now manned by Mr. A. J. Borie, train master ; Mr. J. S. Cooper, chief dispatcher ; Mr. Wm. Harvey and Mr. H. A. White, assistant dispatchers.

We like brother Chapman's letter and can assure him that No. 85 is doing all she can for our insurance and monthly.

AZTECAN.

JOHNSON DIVISION, No. 67, O. R. C. }
DUBUQUE, Iowa, Jan. 13, 1884. }

EDITOR MONTHLY—

At our regular meeting held to-day this Division, by a unanimous vote, decided to subscribe for the Monthly for one year, for every member of the Division, in good standing, out of the money in the treasury. This will give it a good start, and will encourage the members to get new subscribers.

Our Division is getting along nicely, steadily increasing in membership. We

have now twenty-eight, which I think is a pretty good showing, considering our limited field of operations.

Our Chief Conductor, M. A. Wolcott, and Assistant Chief, I. H. Keepers are working like beavers to make this the *best* Division in the west—not of course in numbers, that we can't expect—but in carrying out the principles of our grand organization. Brother A. A. Velie, of Chicago Div., No. 1, passenger conductor on C. B. & Q. R. R. handed me his card at last meeting, as his lay over is for the most part in Dubuque, and he wants to belong where he can do the most good. Brother W. A. Cutting is just recovering from a severe attack of inflammatory rheumatism. Brother William Hickey, one of our old passenger men is again compelled to lay off, owing to failing health. He will take a trip through York State, and, no doubt, will call and see you. If he does, it will be a relief from your arduous duties, as he is one of the most jovial fellows ever you met, and will make you forget some of your cares. Business is very good on this Division of the C. M. & St. P. R. R. just now—pretty tough weather lately though, from which the Illinois Central boys, (Iowa Division) suffered severely. They have to stand right up and take the prairie blasts as well as blasts from train masters. The bluffs save us somewhat from the former, but no bluffing can save us from the latter.

Will drop a line again, and make you acquainted with all the boys.

Thine for O. R. C. and Monthly,

F.

WHEN I MISS THEE.

I do not miss thee in the sunshine,
When all around seems bright and gay ;
For other thoughts absorb my mind
Throughout the busy careless day.

But I miss thee in the evening,
When the weary toilsome day is done :
When the stars upon the brow of night
Are clustering, one by one.

When the twilight shadows darkly gather,
Over hill and vale and moaning sea,
Then indeed, dear friend most sadly,
Do my thoughts go forth to thee.

Then I wonder if you still remember
All the happy days gone by ?
Wonder if you think of me when far away,
Or my memory give one sigh.

A.

ONEONTA, N. Y.

EDITOR RAILWAY CONDUCTORS' MONTHLY :

"*Life is what we make it,*" and it is equally true with our Monthly and our order. That the order is a good one none will deny. That the teaching of its laws are right and just is equally true, and its ritual second to none in the land, it must necessarily follow that if not successful, good and right, the fault must be with the member, and let us hope and pray that the membership is, and always will be, composed of men honest, respectful, unassuming in manner, firm and obedient to their superiors, wearing at all times the badge of sobriety conspicuously placed in order that it may be a guiding star to the younger members of our craft.

We all have our trials, and frequently things may occur to mar our peace of mind, let governing our temper be one of the first lessons we learn. Quietly looking into what ever grievance we may have, and I am sure we will be much better qualified to judge of the circumstances, than when in the heat of passion. Another lesson, that of trusting one another, at first we may continually see the *green*, but in a short time we will see the white clearly. My brothers, we all have a work to perform ; let us do it ; there is always room for improvement. We all make mistakes, let us look at them as so many reminders that we have done wrong, and avoid them in the future. Being careful to always shut all switches on the main track in our every day life, running on time by the time card of nature, governing our public life by the laws of the order and of our employers, and we shall have no fear from the future, C. U.

PERRY, Iowa.

TO THE EDITOR RAILWAY CONDUCTORS' MONTHLY :

This is a division headquarters for all freight men who are employed by the prince of roads, the C. M. & S. P. We are one hundred and twenty-three miles distant from Council Bluffs. Earling is our turn station for freight men at times, and is located seventy miles from Perry. This division is in charge of A. L. Earling, superintendent, with office at Marion, Iowa, L. B. Beardsley, assistant superintendent, Messrs. J. M. Bunker and Fox. with Mr. P. A. Plum master of machinery, complete of our official staff of officers. They are all worthy men and respected by all. Our freight conductors are Rob't Templeton, Rob't Haughy, John Raife, Frank Pike, Thos. Burbank, C. G. Stewart, Jas. Patten, Chas. Lacky, A. D. Beardsley, Sol. Cotten, D. C. Stockwell, J. C. Farrell, and R. Templeton. Lacky and Beardsley are handling the way freight to the satisfaction of all concerned. Cotten has charge of the work train stationed at Coon Rapids. Farrell has the Earling turn train. Mc-

Cauley, Kinert, Hetsler and Goode has been reduced to the ranks on account of slack times. Our yard masters are D. J. Blanchard and A. Whittemore, and Frank Close has charge of the yard at the Bluffs.

We have a very prosperous division of the order here, and they are each and all interested in the work. We are projecting a ball to be held on February 22. The arrangements are in charge of a competent committee consisting of brothers Lackey, Whittemore, Fraser, Holden, and Lewis. We will send program for March issue, giving list of committee in full. All members of the order are cordially invited to attend. The boys are going to make this a success if work will do it. In my next I will try and say something of our engineers, firemen, and brakemen, as they are all our friends, and wont get left out in the cold.

84.

THE RED SKY IN THE WEST.

I asked an old, and gray haired man, who seemed most ready to die,
Can you tell me, dear friend, the cause of that redness of the sky ?
He paused a moment, as if in thought, then looking straight at me,
With troubled look gave this reply, I must say 'tis a mystery !

A man of learning, science and art, had bowed at His mighty will,
I besought of him the reason, as the sun sank 'neath the hill :
He gazed at the fading light, 'till reason seemed well nigh fled,
As he answered, in words so plain, just because the sky is red.

An astronomer, one eye for earth, and the other for the sky,
I asked if he would be kind enough to tell me the reason why ?
He looked toward the Heavens intensely, and almost dropped a tear,
Those wonderful eyes looked terrible wise, Yes ; its all in the amosphere !

Discouraged at this, I said, methinks I will wait till another day,
And it shall not pass, 'till I look in the glass, and find what a fool will say,
And the answer came, although very plain, and what do you suppose,
Not like the rest, but perhaps the best, I think God only knows. E. H. B.

LA VETA, Colo., December 20, 1883.

EDITOR CONDUCTORS' MONTHLY :—

Arkansas Valley Div. 36 held their second annual ball Wednesday evening at the Pueblo opera house, about one hundred couples participating, the best orchestra in the city being furnished for the occasion. A great many of the

conductors being unable to attend on account of a rush of business on the Pioneer narrow guage. But withal the ball proved to be a success in every way, and reflects great credit on the committee of arrangements. Division 36 is booming, having sixty-five members in good standing, with several applications on hand. We are all looking anxiously for the first number of the Monthly, and will contribute an article for its columns occasionally. This being our first attempt, and hoping you will overlook all errors, I am,

Yours truly, in P. F.,

L. GERMAN.

TO THE RAILWAY CONDUCTORS' MONTHLY—

Old Reliable No. 9 is the largest Division in the order. Perhaps more is, and ought to be expected of her than of her younger and smaller sisters, and it may be a satisfaction to all to know, that although "weighed in the balance," she was not "found wanting," as she has now enrolled on her lists for the Railway Conductor's Monthly five hundred and fifty paid subscribers, and will surely make it six, perhaps seven hundred. We do not write to appear egotistical in this matter: but to show what work will do, and to incite, if possible, some of our large sisters to take up the gauntlet, and wrest from our hands the banner which we now hold. It can be done. Energy, perseverance and hard work will do it! Now let us hear from you, remembering always that we have the strongest incentives men can have to work. BY OUR WORKS SHALL WE BE KNOWN.

By referring to the Janury number we see that one of our Divisions voted to take one copy in order, I suppose, to see what kind of an *anamile* it was before they dare subscribe. *Away with such members.* Those who have not as much confidence in the order as those outside. Those who do not have their own pecuniary interests at heart. We are truly surprised that the Chief Conductor would tolerate any such motion; but we truly hope that its appearance was satisfactory, and that having seen their mistake will enter at once upon a faithful discharge of their duty to themselves. We are sorry to note that this is not the only exception, and that many of our Divisions have not sent in a single name. Some have evidently made up their mind to find fault at the non-success of the monthly, and fear that if they work it will destroy the opportunity. So with folded hands they sit by and let things run, and when our annual meeting comes they will be first on the floor with "I told you so!" when all blame, if any, will be laid at their door. Now, brothers, I have written plainly, but without malice toward any, and will add: We must come to the front,

and support the order, and the Monthly is a part of it. It is to our financial interest, individually and collectively to do so. There is no reason why we should not, inside of three years, have a Monthly that will support the order and relieve many of our brothers from the tax now imposed to carry on the work of the order.

We now have a readable and entertaining book, let us give it and its editors our hearty support. Now, brothers, isn't it worth a little hard work? With our 103 Divisions we ought to have at least 5,000 paid subscribers, which will make it a grand financial success. And now let us lay ourselves to the work, one and all, and prove to the world, to ourselves and to our families that whatever we undertake we can carry through to a grand success.

HORNELLSVILLE, Jan. 19.

A.

A REVERIE.

A conductor sat in his old caboose,
 Busy with thoughts of the past,
 While the wind around the cupalo blew
 From the north an icy blast.
 He thought of the days of his innocent youth,
 How he'd pause in joyous play,
 To watch the trains with their loads of freight
 Flying quickly past and away.
 How he envied the life of the brakeman,
 As he sat on the flying car,
 And thought the joys of such a life
 Beat a school-boy's lot by far.
 Then when he had older grown,
 And commenced the battle of life
 He choose by means of the iron rail
 To earn his bread in the strife;
 How in the years of Brakeman life
 The danger, cold, sleet, and rain,
 He had endured through dreary night
 On the top of the flying train.
 How proud he was when they gave him
 Charge of his first great long freight train.
 And came so near too having

An enlargement of the brain.
 Of troubles he had had his share
 With broken rails and wrecks ;
 But had not yet been called upon,
 To pass in his priceless checks.
 And he thought with a smile of the
 Dark-eyed maid that boarded his train one day,
 And ere her destination was reached
 Had stolen his heart away.
 For that very young lady was waiting now,
 Along with their pair of boys,
 To greet him on his return from the trip
 With a kiss, and a rush from their toys.
 As his thoughts swept on to that cheerful scene,
 Regardless of snow or sleet—
 A chug !! His train was stuck in the snow,
 And nothing on board to eat.

DES MOINES, Jan. 15, 1884.

VONGINIKLE.

RAILWAY CONDUCTORS' MONTHLY :—

Arrangements having been completed, we started on December 22d for Mattoon, Ill., for the purpose of organizing a division there, and after being beset on all sides, so to speak, (as we made the trip in a driving storm,) we arrived safely, found brothers Westfield and Coons, of No. 81, Rhodes, of 79, and brother H. D. Dickinson, of No. 61, in waiting. It was pleasing to note the change in their countenances when they saw us step on the platform. Immediately after dinner we repaired to the hall and organized Mattoon Division No. 101, after which the following brothers were elected and installed officers in the new division :

C. C., M. R. Mansfield
 A. C. C., J. W. Hancock.
 S. & T., W. W. Simpson,
 S. C., W. Wilson.
 J. C., J. W. Mansfield.
 I. S., I. D. Turner.
 O. S., C. Fitzgerald.

We feel under great obligations to the brothers who braved the storm to be present and assist us in the work of the order. In company with brothers S. Young and W. D. Westfield, of Division No. 81, we started at once for Colum.

bus, Ohio, for the purpose of organizing a division at that point, on December 24th, and arrived without mishap. We found brother A. S. Knapp, of No. 9, and brother S. D. Johnson, of No. 62, in waiting. After interviewing the supper at the Exchange hotel, we repaired to the hall and organized Hollingsworth Division No. 100. After the work being duly exemplified, the following members were elected and installed officers :

C. C., A. Bullman,
 A. C. C., J. S. Scott.
 S. & T., H. P. Feltrow.
 S. C., A. C. Hunter.
 J. C., E. A. Pinney.
 I. S., M. C. Kelley.
 O. S., J. B. Cavey.

We are sure Division No. 100 will give a good account of herself, as she is composed of fine material.

On December 27th, in company with brothers Sam. Young, E. H. Belknap, Dan. Donahue and R. W. Adams, we invaded the great city of railways, Indianapolis, for the purpose of organizing a division of our order there, and after the brothers (especially brother Belknap) had shown their appreciation of splendid Blue-Point oysters, we repaired to the hall and organized Indianapolis Division No. 103 of the order, with twenty-four charter members. After duly exemplifying the work of the order, the following officers were duly elected and installed :

C. C., Fred B. Helmer, address, Bates House.
 A. C. C., J. C. Scott.
 S. & T., William Lefler.
 S. C., A. H. Palmerston.
 J. C., A. F. Shindler.
 I. C., S. J. Brash.
 O. S., J. H. Button.

The charter members of No. 103 are all reliable Passenger train conductors, and she bid fair to make the largest Division in the Order in a year or two. No. 9 will have to look out for her laurels. All the brothers present took a lively interest in the work of the Order. We are under great obligations to them, and they have as well as all who have assisted us in organizing during the year, our sincere thanks.

We trust you and the brothers will find the report satisfactory.

Yours truly, in P. F.

L. R. CARVER, Spec. Dep'y.

CONDUCTORS READ AND PONDER.

Operative's Initial.—.....Green.

At.....M.....day.....188 , I left.....for
.....on Trip No....., Conductor.....

(If name cannot be given, draw punch-mark and describe in Notes.) arriving at...M....day...188
(In the space below state where cars were attached or detached.)

The train consisted of.....

Did Conductor cancel your ticket?.....

Did Conductor cancel all other tickets?....

In notes state points from and to which passengers
rode whose tickets were not cancelled.)

Did Conductor note cash fares on collec-
tion?.....

Was Conductor uniformed, and if not what
part of uniform was not worn?.....

Were Brakemen uniformed, and if not what
part of uniform was not worn?.....

How many Brakemen were there?.....

Was the car clean and urinals inodorous?...

Was the car properly lighted, heated and
ventilated?.....

Did any of crew smoke or drink on duty?...

Were all stations distinctly announced?...
(If any exceptions to above, explain in notes.)

Was station you started from open 30 min-
utes before train time?.....

(The above should be answered by Yes, or No, and if there are any violations or omissions on part of
crew, explain fully in Notes at conclusion.)

 Applies only to freights. Average speed of train.....miles per hour.

(When in excess of rate allowed by time card, give points between which it occurs, and exact time made.)
(Familiarize yourself with time card rules and report violations.)

Manner of Conductor..... Efficiency of Conductor.....

“ “ Brakeman..... “ “ Brakeman.....

“ “ News agent.....
(If any manner of efficiency was defective, explain in Notes in what respect.)

I used ticket No.... Form No.... value \$..... bought at office.....

No....,Street. Issued by.....R. R., at.....
good from.....to.....dated.....188

I sat in....seat.....side in....car No.... (or caboose No....which had....seats
on right side and....seats on left side. At..... I changed to....seat.....side,
in....car No.....which had....seats on right side and....seats on left side and
observed the following cash fares collected by conductor.

LEAVING.

MENTIONS.

Terre Haute Division No. 92, are now occupying their new hall corner of Seventh and Main streets, which has been recently dedicated in connection with the B. of L. E., and B. of L. F. We were the recipient of an invitation to be present, but had to forego the pleasure, on account of business at home. At their first meeting they initiated two members, making their numbers now twenty members. We are also pleased to note that the brothers there are using every effort to increase the circulation of the monthly.

Royal Division No. 51 now numbers thirty members, and her members take great interest in the work of the order, some of them ride three hundred and fifty miles to attend the meetings. They are perfecting arrangements to give a grand ball on February 22d, and we are assured that they would be pleased to see all their friends and brothers present, and particularly the brothers at all times. Call often.

Division No. 23 have held their second hop at Masonic hall, in Catawissa, Penn., and we learn that it was a grand success, both socially and financially. We congratulate the brothers on their grand success.

"The Monthly is well received by all, and we predict that it will become a favorite among all classes of railway men." A MEMBER OF THE ORDER.

"We must congratulate all those who did the actual work of getting out the January number of our monthly. It is greeted with unanimous expressions of appreciation on all sides." MEMBER.

A gold watch contested for by the commanders of the several posts at Tunkhannock, Penn., at a fair recently held there, was won by our worthy brother C. M. Kishpaugh, commander of Reynolds post.

We desire to acknowledge the receipt of a very newsy monthly sheet, *The Forester*, and we recognize the face on the first page as that of our old time friend and worthy brother Kilpatrick. We wish him and his order every success.

We desire to call the attention of our patrons to the fine appearance and note the splendid work of the mechanical department of our monthly. The Gazette Company are prepared to compete with all on both public and private printing contracts.

We are in receipt of a copy of the *Railroad Age*, published by the Railroad Age Publishing Co., No. 11, Wall street, New York city. It is one of the best publications for railroad men we have yet seen. We can cheerfully recommend it to all. It is published monthly, has seventeen pages of reading matter. Subscription price one dollar per year.



CYRUS A. STANCHFIELD

Was born at Auburn, Main, May 5th. 1844. His father was a farmer, and the subject of this sketch was instructed in that branch of industry, and spent a portion of his early years on his father's farm. He was educated at the district school at Auburn, and we imagine he must have been a very careful scholar, as he has still in his possession his first and only slate, with its basswood frame. A relic indeed of schoolboy days. While attending school he first conceived the idea of entering the railway service, as right near the school house stood the coach shed and round house of the Androscogin & Kennebec railroad. He and his companions spent many an hour in a window in the old shed (presumably studying) probably railroading.

When about eighteen years of age he answered the call for soldiers and took up arms in his country's defense as a private soldier in company E., of the Thirteenth Maine regiment, and saw service with his regiment in most of the southern states, notably in Louisanna, Mississippi and Texas. At the close of

the war he with his comrades were mustered out of the service and returned home then scarcely 21 years of age. In about five months thereafter he learned that an old friend and schoolmate was employed as baggagemaster on the H. & St. Jo railway. With this information his old infatuation returned, and he at once resolved to take the advice of the veteran Greeley and "go west and grow up with the country." Immediately after coming west he secured the position of brakeman on the H. & St. Jo railway, and after a service of but five months was given charge of a train as conductor. He remained with that company until 1870, when he left and soon secured employment at Creston, Iowa, as conductor, and was employed by the C. B. & Q. railroad, Co., and ran between Creston and Council Bluffs until 1874, when he was transferred to a passenger train and given a run between Creston and Burlington, and he has since had charge of his train on the same run, except at intervals, when later years his ill health has compelled him to relinquish train duties for a time.

C. A. Stanchfield became a member of the Conductors' Brotherhood, Empire Division 30, and was one of her staunchest members. Many of the Divisions of the old C. B. have in their possession positive evidence of his energy in form of communications.

Right well do we remember our first meeting with him, then a lonely traveler, bound for Atlanta, Ga., and as we traveled together then so have we ever traveled since. Brother Stanchfield was one of the prime movers in inculcating the anti-strike plank into the Order platform, and also the change of name to Order of Railway Conductors. He has continued to exercise the same influence from year to year in the annual meetings of the order. He has missed two sessions in the past nine years, and no member could be more sincerely missed. Brother Stanchfield was twice elected A. G. C. C., and is now a permanent member of the Grand Division, and we believe no member of that body is more universally respected than is brother Stanchfield.

Genial, social, respected by all, his friends knowing his popularity, but not he, at the last session of the Grand Division he was made a candidate for the office of G. S. & T. Although absent he received a very flattering complimentary vote.

[We can simply add to the biographer's sketch, that we can endorse all that has been written above. No one knows better than we, or can be more deeply sensible of his kind, brotherly council and advice, and we doubt to-day if any one brother of our order is more generally loved by all than is our brother Past Grand Chief Conductor C. A. Stanchfield.] EDITOR.

We clip from the *London Advertiser*, the following account of the grand ball given by London Division No. 16, located at London, Ont. :

THE DECORATIONS.

The opera house was handsomely decorated. The floor had been laid so as to cover the stage, and that portion of the pit usually allotted for reserved seats. Around this was a suitable railing, covered with red and blue canvas. Around the lower gallery mottoes and emblems of the order was hung. On the box to the left of the stage was the motto, "Perpetual Friendship," while on the right a piece of bunting bearing the inscription, "London Division, No. 16, O. R. C.," denoted the name and number of the order. At the south end hung "Welcome," in very large letters. Between these mottoes, at short intervals, were many flags arranged in pairs, the Union Jack and the stars and stripes hanging side by side. The upper gallery was even more handsomely decorated than the lower one. Gay stripes of red white and blue bunting ran from end to end. The golden banner of Division 16 graced one end, while the head of the immortal Shakespeare gazed down at the dancers from the other.

THE COMMITTEES.

The following gentlemen composed the various committees ;

Management Committee—D. Allison, (chairman) A. Douglass, L. Robbins, P. Murray, C. N. Simpson, F. McLean and P. Wheatley.

Invitation Committee—A. Wilkins, A. Douglass, R. D. Pulmage, J. Watters, A. G. Revel, J. Turnbull, James Wallace, T. D. Ball and P. Murray,

Floor Directors—T. Wheatley, W. Wiley, Joe Ralson, E. Clark, F. McLean, T. Hill, J. McCarthy and C. N. Simpson.

Reception Committee—Wm. Schwab, J. Pecknam, J. Carney, Wm. Fraser, J. McKay, R. Clark, J. McAuliff, A. Turnbull, George Porter, A. Johnston, J. C. Williams, J. Walmsley, D. S. Anderson, T. Doherty, R. Stanley, H. Horne, J. Gillcan, J. McCarthy, R. Spettigue, T. Brophy, J. Taylor, J. Ryan, A. McIntosh, O. W. Smith and John Turnbull, secretary-treasurer.

THE DANCING.

About one hundred couples participated in the dancing, Supt. Dawson and Mrs. Dawson leading. The music was furnished by Dayton's string band, seven pieces strong, and was of the usual excellent style.

The supper was everything that could be desired, and was done full justice to by the dancers.

Too much credit cannot be given to the energetic secretary-treasurer, who was everywhere, attending to the wants of everybody. Mr. Turnbull, as a

general manager, is a decided success, and his services will no doubt be appreciated by the order. The rest of the committees also did excellent service, and are to be congratulated on the success of this their second annual ball.

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PRESENTATION.

A number of the friends and fellow employes of Mr. R. H. McKay, for many years, a conductor on the Northern and Northwestern railways, hearing of his intention to go west, met last evening in the parlor of the Walker House for the purpose of showing their appreciation of his merits. Mr. Meany, of the firm of R. Thompson & Co., lumber dealers, occupied the chair, and after briefly stating the object of the gathering, presented Mr. McKay with a handsome gold watch, accompanied by the following address which was numerously signed :

ADDRESS :

R. H. MCKAY :—

Dear Sir.—We, your fellow employes in the service of the Northern and Northwestern railways, having learned with regret of your intended departure from our midst, cannot allow the occasion to pass without expressing to you our appreciation of your many estimable qualities. To us who have had the pleasure of a lengthened and intimate acquaintance with you, your smiling face will be missed, but not forgotten. Possessing in a marked degree an amiable and generous disposition, you have endeared yourself to all with whom you come in contact, and the universal wish of your fellow employes is that in your new home you may meet with that encouragement and success which your abilities and courteous bearing deserve.

We trust you will accept this watch as a slight token of the esteem in which you are held. Wishing you every prosperity, and the compliments of the season, we remain, on behalf of the employes, &c.

Engraved on the watch were the words, "Presented to R. H. McKay, by his fellow employes of the N. & N. W. R'ys." Mr. McKay made a very neat reply thanking the donors for their kindness in making him the magnificent present. A very pleasant evening was spent in speech making, singing songs, and giving recitations. One very pleasant feature was, that all departments of the train and station service was represented, engineers, conductors, firemen, brakemen, agents and clerks, all regretting the departure of their co-worker. No doubt many who met brother McKay at the two last meetings of the grand division will be glad to learn of the high esteem in which he is held by those who know him best. He left to-day, directing his footsteps toward the setting sun. 27.

PERSONAL.

We are sorry to learn that brother A. J. Thieman, of No. 14, has been in ill health for some time. We hope he will speedily recover, and resume his run again.

Brother H. S. Storrs is again on his old stamping ground, and is Assistant Train-Master at Creston, and no one is more worthy of promotion than is Hank.

William B. Bates, who for the past ten years has been Yard-Master, at Canandaigua, N. Y., has been promoted to General Yard-Master, at East Rochester, N. Y.

A. G. Palmer, formerly Assistant Superintendent Western Division N. Y. C. & H. R. R., has been made Superintendent of the Jersey Shore and Pine Creek Railway.

George S. Sadler, formerly Train-Dispatcher on the Utica, Ithaca, and Elmira Railway, has been made Superintendent of that line, under the able management of Mr. A. A. McLeod.

P. Burke, an old Northern Central employe has been appointed to the position of Yard-Master at Canandaigua, vice W. B. Bates transferred. We congratulate "Dutch" on his preferment.

Brother C. R. Ashton has resigned his position of train-master for C. B. & Co., at Creston, Io., and is now at Huntington, West Virginia, with the Chesapeake and Ohio Railway Company.

Brother J. H. Howland, of the Rochester Division of the N. Y. L. E. & W. line, has been quite unwell for some time, but still retains his run between this city and Rochester, N. Y.

Brother G. S. Cummings, formerly of the L. V. line, called upon us the other day. George is looking quite well this winter. He was the delegate from Division No. 10, at the last Grand session.

Brothers D. T. Gifford, A. R. Hill and George Cullen, of Arkansas Valley Division, No. 36, are requested to correspond with their Division brother Germans (the Secretary). His address is La Veta, Col.

J. S. Beggs, formerly for many years Division Superintendent of the Western Division of the Erie line, is now Agent at Dunkirk, for the same company, having entire charge of the company's immense interest at that point.

We are pleased to note that brother H. P. Feltrow, the able and efficient Grand Secretary of the "*Old Reliable Freight and Passenger Conductor's Insurance*," is the Secretary of Hollingsworth Division, No. 100, at Columbus, Ohio.

Brother I. McDonald, of Watkins, N. Y., was a pleasant caller at our office on the 22d. He has had charge of the Watkins yard and hill train for the past two years, and is considered one of the most reliable Conductors on the N. C. R.

We are pleased to note that brother John Niblock is now Superintendent of the Eastern Division of the C. P. R., and is filling it to the satisfaction of his superiors, and in a manner that reflects great credit upon himself, stamping him as a representative man in the Railway service.

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The veteran of the Erie, brother R. H. Stuart, has again resumed his run, fully restored to health.

Brother J. R. Kremer, of Southern Tier Division No. 10, writes us from Parsons, Kan., where he is located at present, and in answer to his question, we will say, no seal should be put upon Division cards. They are Grand Division certificates, not Division.

Brother E. S. Dutton, of Division No. 9, is acting yard-master at Canandaigua for the N. C. R., vice Mr. C. E. Cooley, who is ill, during the absence of brother D. Brother Kilkelly acceptably performs his duties on the Local between Canandaigua and Starkey.

CIRCULAR NO. 3.

JANUARY 20, 1884.

BROTHERS:—The following are reported suspended; by Div. No. 66, November 4th, for non-payment of dues, W. W. McConnell. Expelled by Div. No. 19, January 4th, for fraud, F. G. Beers. By Div. No. 85, January 6th, for theft, A. G. OWSLEY.

Division Card No. 926, issued December 21st, to D. M. Turney, of Royal Div. No. 51, has been stolen.

The Constitutions are now ready, and all new divisions that have not yet received the number they are entitled to, will be supplied on application.

The following notice of assessment has been issued, and gives the standing of the Insurance Association.

Notice of Assessment No. 25. Time for Payment Expires Feb. 14, 1884.

NAME.	DIVISION.	DIED.	CAUSE.	AMT.	PAID TO.
Wm. M. Davy.	Elmira No. 9	Aug. 19, '83	Accidentally shot.	\$419 00	Mrs. M. A. Davy.
Ferdinand Linz.	Star No. 31	Sept. 2, '82	Consumption.	448 00	Mrs. Rosa Dinz.

The above amounts were paid this date. The assessment for the death of Bro. Davy having been paid, one is due from all whose certificates are dated on or before September 2d, 1883. You will therefore please forward One Dollar to me within thirty days from the date of this notice, in accordance with Article XII. There are now 563 members of this Association. A copy of this notice is sent to the secretary of each division and they are requested to see that members receive notice.

Return this card, and if you want a receipt send a two-cent stamp.

WM. P. DANIELS, Secretary.

The proceedings of the last grand session have been sent to all divisions; if not received please notify me.

Yours truly, in P. F.

WM. P. DANIELS,

WHAT OUR EXCHANGES SAY OF US.

The "Railway Conductors' Monthly" is the title of a new publication issued at Elmira, C. S. Wheaton, editor, W. P. Daniels, manager, and published in the interest and for the information of conductors. We very gladly place it on our exchange list. It is a book of 48 pages, neatly printed, full of information. Terms, \$1.25 per year.—*Geneva Advertiser*.

Advance copies of the "Railway Conductors' Monthly," the newly established organ of the Order of Railway Conductors, published in this city under the editorial management of Grand Chief Conductor Wheaton, are out and attracting considerable attention. The new periodical is an interesting and well edited journal, full of matter pertaining to the good of the order and to railroad men generally. Of its subject matter more will be said here after.—*Elmira Advertiser*.

The "Railway Conductors' Monthly" made its initial bow January 1st. It is a magazine

VAN BUREN
VAN BUREN

devoted, as its title indicates, to the interest of the men who handle the punch and bell cord. It is edited by Grand Chief C. S. Wheaton, of Elmira, N. Y., under the direction of the Order of Railway Conductors, and the first number contains a valuable collection of information for the Order.—*Cleveland Sunday Sun*.

CONDUCTORS' MONTHLY.—The Order of Railway Conductors, at their last convention, decided to publish a monthly journal, and the first issue is to appear this month. It is to be conducted under the able management of Mr. C. S. Wheaton, Grand Chief of the Order, who is to take charge as Editor, and Mr. William P. Daniels, the Grand Secretary and Treasurer, who will be the business manager. This enterprising Order has made wonderful progress during the past year, and ranks high among the best organizations of this country. We hope the "Conductors' Monthly" may meet with the success it deserves.—*Fireman's Magazine*.

"RAILWAY CONDUCTORS' MONTHLY."—The *Times* has received, through Mr. James Ogilvie, of the N. & N. W. Railway, a copy of the "Railway Conductors' Monthly," which has just been established in Elmira, N. Y. It is neatly printed, ably edited, and gives promise of becoming very popular amongst the Order of Conductors, as well as railway men generally. The editor says: "That there is need of additional means of education, for not only one but all classes of railway employes is generally admitted. This will be one of the missions of our monthly. We shall invite discussion on the merits of the various railway appliances in use on the several railways, also the standard rules, orders, signals, etc. And as we progress, will endeavor to give, from time to time, the opinions of the most expert railway men in the service." The monthly deserves to succeed.—*Hamilton Times*.

The advent of a literary work near us is sufficient justification for calling attention to the new magazine issued by the Brotherhood of railway conductors, and entitled the "Railway Conductors' Monthly." It appears from the press of the Elmira Gazette and Free Press, and is a handsome octavo of 48 pages on heavy paper and clear type. C. S. Wheaton, who is editor, assumes his duties as if he were an old workman, and presents in the first number, bearing date this month, an entertaining table of contents. The magazine, like all "class" magazines must of necessity give much of its space to the news and business of the order for whom it is distinctively issued, but is not therefore necessary to sacrifice interest to the details of an organization. What the editor should remember is that interesting reading is what a monthly will succeed by, and without this there is no success. With a varied and entertaining mass of reading matter at the low price of \$1.25 per year the "Conductors' Monthly" ought to be successfully launched on a "through by daylight" trip. Tickets! Tickets!—*Wirt Arland in Grit*.

The "Railway Conductors' Monthly is the "organ" of the order of Railway Conductors. Edited by C. S. Wheaton, managed by W. P. Daniels and printed by the Gazette Company. Vol. 1, No. 1, is a credit to all concerned.

And now if some way can be devised by which two or three thousand unworldly clergymen may read this railway monthly, and other two or three thousand energetic conductors read select sermons,—We do not see precisely what would happen.

If we could have our own way, there would not be so many separate close communion "organs." Every city like Elmira should have not more than two papers, in which all the "organ"-needing associations and churches might have a column or two every week. Then every one would hear about everybody. Every issue of "Our Paper" (for that should be its name) would be "a Symposium," lively as a circus; and as instructive as all the papers try to be, but fail through lack of editorial force to keep so many papers agoing.

Just see how much cheaper and better it is to print this MISCELLANY in the *Advertiser*

or *Gazette* than it would be to launch another paper, as our personal "organ!"—*T. K. Beecher in the Elmira Gazette and Free Press.*

"RAILWAY CONDUCTORS' MONTHLY."—The above is the title of a handsome publication of fifty-six pages just issued from the *Gazette* job rooms for the order of railway conductors. It is their official organ, of which Mr. C. S. Wheaton is the editor and Mr. W. P. Daniels the manager. In his introductory Mr. Wheaton says:

"As we have never had any experience in journalistic work, many mistakes will be found in our columns; we ask in advance your kind consideration and forbearance. We meanwhile, do not desire to escape criticism, as we believe honest criticisms are beneficial to all, and we will endeavor to profit by any such coming to our notice."

No such apology or explanation need to have been made, for from the make up of the first number of the Monthly one would be justified in thinking Mr. Wheaton had always occupied the editorial chair. He certainly has done his work well, and the Monthly will no doubt spring into popular favor, especially among railroad men. It is handsomely bound in an engraved cover and contains a limited amount of advertising. As five thousand copies of the first issue have been printed, merchants and business men will see that it furnishes them an excellent advertising medium. The magazine also contains much news of a general and interesting nature. The *Gazette* extends to it a cordial welcome, and hopes it may be far more successful than hoped by even its most sanguine advocates. —*Gazette and Free Press.*

RAILWAY CONDUCTORS' MONTHLY.—We are in receipt of the first number of a new monthly magazine just issued at Elmira, bearing the above title, which indicates its object and representative character. It has a very wide circle to reach, embracing the brotherhood of railway conductors of the States and Canadas. The publication seems to have been founded and directed by the Grand Division of the Order, and our worthy friend and former neighbor, Calvin S. Wheaton (late of Seneca) assigned to the editorial post. He takes well and intelligently to the position, judging from the variety and interest of matter presented in this first number.

The following is taken from the editorial introductory:

"We have assumed the duties as editor of this magazine, with a full sense of the responsibility resting upon us; as this is the only periodical representing one class of the vast army of employees that throng the great highways of our country, we will endeavor to perform our work faithfully. That there is need of additional means of education, for not only one but all classes of railway employees, is generally admitted. This will be one of the missions of our monthly. We shall invite discussion on the merits of the various railway lines, also the standard rules, orders, signals, etc. And as we progress, will endeavor to give, from time to time, the opinions of the most expert railway men in the service."

The enterprise commends itself especially to the favor of railroad men, and doubtless will secure a large circulation. The Monthly is withal very neatly printed.—*General Gazette.*

RAILWAY CONDUCTORS' MONTHLY.—This is the name of a new publication, in pamphlet form, published in Elmira, N. Y., and edited by C. S. Wheaton, Grand Conductor of the Order of Railway Conductors in this country. It is a decidedly interesting publication, especially for the brotherhood. It contains all the latest news, sent in by members and gathered up by the editorial force. It would seem that every railroad man should subscribe for this publication.

For the first number the *Democrat* is indebted to C. H. Fitzgerald, conductor on the Madison and Watertown line to Milwaukee. "Hank," your favor is highly appreciated. —*Madison Democrat.*

DEATHS.

Died at his residence, in the city of Barea, Ohio, on January 4th, brother E. J. Clark, of pulmonary consumption.

Died at his home in Williams, Arizona, on December 10, 1883, of heart disease, brother Henry C. McCollum, one of the oldest and most reliable conductors on the Atlantic and Pacific line.

Died at his residence in Kansas City, January 2d, at 2 p. m., Mr. V. P. Lonergan, father of our worthy brother J. J. Lonergan, C. C. of Moberly Div. No. 49. Mr. Lonergan is spoken of as a man of great energy, and a liberal citizen. We extend to brother Lonergan our condolence and sympathy.

Died at his residence in Stratford, brother Adam Bance, of shock of amputation of his right leg, which was crushed by the tender of his engine.

We have been informed of the death of brother Ed. Myers, of Division 65, at Nickerson, K. S., but have no particulars.

Died in San Antonio, Texas, of heart disease, brother C. H. Sperry, of Arkansas Valley Division No. 36. Brother Sperry was the first Chief Conductor of Division No. 36.

Resolutions of sympathy tendered to the relatives of our brother Charles T. Eslow, by Chicago Division No. 1, O. R. C., at a regular meeting held in their hall, October 14, '88:

WHEREAS, By an inscrutable providence our beloved brother Charles T. Eslow has been taken from us while in the performance of his duty,

Resolved, That it is but a just tribute to the memory of our departed brother to say that regretting his removal from our midst, we mourn for one who was in every way worthy of our esteemed love, and regard.

Resolved, That as an officer of this order he was ever faithful and prompt in the discharge of his duties, and by his upright and praiseworthy conduct he greatly endeared himself to the surviving members and his numerous friends throughout the circle in which he moved.

Resolved, That we extend to the family of our deceased brother our heartfelt sympathy in their great affliction and that our charter be draped in mourning for thirty days.

Resolved, That a copy of this be presented to the family of the deceased brother, and published in our Monthly Magazine.

A. W. CONNERS,
E. A. SADD,
J. E. CURRAN,
Committee.

CLEVELAND DIVISION, No. 14, O. R. C., January 15, 1884.

Death has called from our midst our worthy brother E. J. Clark, who died at his residence in Barea, Ohio, January 4th, 1884, aged thirty-three years, nine months, ten days. Brother Clark had been suffering for several years with that dread disease consumption, and he left this world and family fully reconciled to the world to come, and in the firm belief that the O. R. C., would not allow his little ones to suffer.

At a regular meeting of Cleveland Division No. 14, O. R. C., the following resolutions on the death of brother Clark were adopted :

WHEREAS, It has pleased the Great Conductor of the universe to call from our midst our worthy and beloved brother E. J. Clark, and whereas it is but just that a fitting recognition of our patient and worthy brother be had, therefore be it

Resolved, That the heartfelt sympathy of this division be extended to his family in their sad affliction.

Resolved, That in the death of brother E. J. Clark this division mourns the loss of a brother who was ever ready to proffer the hand of aid to the afflicted and needy. An active member of the order, whose earnest endeavors were ever extended for its welfare and prosperity, a friend and brother who was dear to us all.

Resolved, That our charter be draped in mourning for a period of thirty days, also that these resolutions be spread upon our division minutes, and published in the Railway Conductors' Monthly, and Cleveland Daily Herald, also that our secretary be instructed to furnish a copy to the family of our late brother.

J. H. ARCHER,
F. A. BUNNELL,
ELI L. POTTS,
Committee.

Resolution of respect and regret of Central Div. No. 43, on the departure of Assistant Superintendent A. G. Palmer, W. D. of N. Y. C., R. R.

At a regular meeting of Central Div. No. 43, O. of R. C., held at East Syracuse, January 6, 1884, the following preamble and resolutions were unanimously adopted:

WHEREAS, Having learned with regret that assistant superintendent A. G. Palmer is about to sever his connections with the N. Y. C. R. R., therefore be it

Resolved, That we express to him our grateful thanks and appreciate the pleasant relations that have existed between us during the time of his official associations with us as employees.

Resolved, That his demeanor to us during the entire period of his official connections with us has been so kind and courteous that he has won our sincere affections, and merits our heartfelt thanks.

Resolved, That while we part from him with deep regret, we express the earnest desire that abundant success may attend him in the very responsible position he has accepted elsewhere.

Resolved, That a copy of the foregoing resolutions be presented to Mr. A. G. Palmer, suitably engrossed, the same to be published in the daily papers of Syracuse and the official organ of this order.

WM. G. FIELDS,
WM. A. SETTS,
THOS. MURPHY,
JOHN GOLLANDS,
GEO. W. COOPER,
Committee.

Empire Laundry,
110 West Water St., Elmira. N. Y.

M. BARNUM, Proprietor.

First-class in every department. Transient orders on the shortest notice
Goods called for and delivered to any part of the city.

NORTHERN CENTRAL RAILWAY

THE GREAT THROUGH ROUTE BETWEEN THE

NORTH AND SOUTH

THE MOST DIRECT ROUTE TO

BALTIMORE, WASHINGTON, JACKSONVILLE,
AND ALL POINTS IN THE SOUTH ATLANTIC STATES.

PULLMAN PALACE CARS ATTACHED TO ALL THROUGH TRAINS.

CHAS. E. PUGH,
General Manager

J. R. WOOD,
General Pass. Agt.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 212 East Water St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 297, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1431 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTOR.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C. C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meet 2d Sunday in each month at 10:30 a. m., cor. Milwaukee ave. and Green-st.

Buffalo Div. No. 2, Buffalo, N. Y. C. C. E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets every Monday at 8:00 p. m., over 233 Michigan-st.

St. Louis Div. No. 3, St. Louis, Mo. C. C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sundays in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C. Ben Cole, Marshalltown, Iowa; Sec. and Treas., R. S. McMurray, Marshalltown, Ia. Meets first Sunday in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C. Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets every Monday at 9:30 a. m., at Town Bank hall, cor. Gray and Exeter-st.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C. A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Mondays at 7:30 p. m., in B. of L. E. hall, Whitecomb block.

Houston Div. No. 7, Houston, Tex. C. C. H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 184 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fanin-st.

Rochester Div. No. 8, Avon, N. Y. C. C. E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., C. Sacket, Avon, N. Y., box 161. Meets 1st and 3d Sunday of each month in B. of L. E. hall, Mill street, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C. C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 860 North Main street. Correspondent for Railway Conductors' Monthly, H. Hurty, 212 E. Water Street, Elmira, N. Y. Meets 2d and 4th Sundays in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C. F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sundays in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C. J. C. Weeks, Emporia, Kansas; Sec., C. M. Hatfield, Lock Box 314, Emporia, Kansas. Meets 1st and 3d Sundays in each month at 7 p. m., at S. E. corner 5th and Commercial sts.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, Scranton, Pa.; Sec.,

P. J. Duffy, 1602 Price street, Scranton, Pa., West side.

Union Div. No. 13, St. Thomas, Ont. C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 265. Meets every Monday at 7:30 p. m., Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C. A. J. Thiemann, 375 Detroit street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5 Chestnut street, Cleveland, Ohio. Meets 2d and 4th Saturdays in each month, in K. of P. hall, cor. St. Clair and Phelps-sts.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514 York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec., W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ill. C. C. W. H. Gehman, Carmi, Ill.; Sec., J. H. Decker, Carmi, Ill. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C. A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 3 p. m., Old Masonic hall, Main-st.

Garfield Div. No. 20, Collinwood, O. C. C., D. H. Rogers, box 23, Collinwood, Ohio; Sec., M. L. Hyde, box 189, Collinwood, Ohio. Meets every 2d Tuesday, commencing Dec. 12, '82

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.; Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sundays in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.

Sylvania Div. No. 23, Cattawissa, Pa. C. C., Aaron W. Stadler, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sundays in each month at 1 p. m., News Item hall, Main street.

St. Albans Div. No. 24, St. Albans, Vt. C. C. Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.

Maple City Div. No. 25, Ogdensburg, N. Y. C. C. David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesdays in each month at Goodrich Hall.

Marford Div. No. 26, Toledo, O. C. C. B. F. Galletin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jarvis St., opp. 270, Toledo, O. Meets 1st Monday in each month at 7:30 p. m., and 3d Saturday at 2:30 p. m., at 241 South St. Clair St.

Arnum Div. No. 27, Hamilton, Ont. C. C. A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Saturdays in each month at 7:30 p. m.

Carver Div. No. 28, Atchison, Kas. C. C. F. B. Gove, Box 622, Atchison Kansas; sec., H. C. Weildren, Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.

Randolph Div. No. 29, Brockville, Ont. C. C. James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont. Meets 1st and 3d Mondays in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.

Ozark Div. No. 30, Springfield, Mo. C. C. Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Mondays in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.

Star Div. No. 31, Burlington, Iowa. C. C. Wm. C. Cross, box 225, Burlington, Iowa; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.

Keystone Div. No. 32, Meadville, Penn. C. C. Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets 1st and 3d Sundays in each month at 11 a. m., in K. of P. Hall, Water street.

Clinton Div. No. 33, Clinton Iowa. C. C. Henry Case, Clinton, Iowa; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sundays in each month at 11 a. m., in B. of L. E. Hall, 4th Street.

Boone Div. No. 34, Boone, Iowa. C. C. E. S. McGee, Boone, Iowa; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sundays in each month at 11:00 a. m., Story street between 7th and Eighth streets.

R. Law Division No. 35, North Platte, Neb. C. C. A. B. Wyman, North Platte, Neb.; sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesdays in each month at 2 p. m., I. O. O. F. Hall, Spruce street.

Arkansas Valley Div. No. 36, South Pueblo, Col. C. C. Charles Miliken, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 2 p. m., I. O. O. F. Hall, Union Ave.

Delaware Div. No. 37, Phillipsburg, N. J. C. C. Jacob H. Jones, Phillipsburg, N. J.; sec., Sam Phillips, box 519, Phillipsburg, N. J. Meets 1st and 3d Sundays in each month, B and D, Depot building.

Des Moines Div. No. 38, Des Moines, Iowa. C. C. Wm. H. Given, Des Moines, Iowa; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 3 p. m.

Hannibal Div. No. 39, Hannibal, Mo. C. C. W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sundays in each month, hall on Broadway.

St. Paul and Minneapolis Div. No. 40, St. Paul, Minn. C. C. Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., Fred L. Chase, 597 Lafayette avenue, St. Paul, Minn. Meets 1st and 3d Sundays in each month at 371 Jackson street.

Stanchfield Div. No. 41, Chicago Ill. C. C. C. Carnahan, 443 51st St., Chicago, Ill.; sec., E. J. Denis, 1515 State street, Chicago Ill. Meets every Sunday at 2:30 p. m., B. of L. E. Hall, corner State and 58th streets.

Trenton Div. No. 42, Trenton, Mo. C. C. E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sundays in each month at 4:30 p. m., corner Water and Elm streets.

Central Div. No. 43, East Syracuse, C. C. Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, East Syracuse, N. Y. Meets every Thursday at A. O. U. W. Hall, 7:30 p. m., Manlius street.

Denver Div. No. 44, Denver Col. C. C. G. W. Dwinell, 622 Lawrence street, Denver, Col.; sec., A. Wilder, Room C., Union Depot, Denver, Col. Meets 2d and 4th Sundays in each month at 511 1/2 Larimer street.

Chapman Div. No. 45, Oneonta, N. Y. C. C. R. A. Mead, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st and 3d Sundays of each month at 6:30 p. m., I. O. O. F. Hall.

Milwaukee Div. No. 46, Milwaukee, Wis. C. C. Wm. J. Durbin, 730 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Milwaukee, Wis. Meets 1st and 3d Sundays in each month at 2:00 West Water street, at 2 o'clock p. m.

North Star Div. No. 47, Winnipeg, Ma. C. C. Thos. R. Simpson, care C. P. R'y., Winnipeg, Ma.; sec., R. T. Young, Winnipeg, Ma. Meets 2d Tuesday and 4th Monday in each month at 7:30 p. m., No. 1 Gladstone street.

International Div. No. 48, Detroit, Mich. C. C. John F. Ryan, D. G. H. & M. R'y., Detroit, Mich.; sec., James Anderson, box 537, Windsor, Ont. Meets every Friday at 7:00 p. m.

Moberly Div. No. 49, Moberly, Mo. C. C. J. J. Lonergan, Moberly, Mo.; sec., Seth Palmer, box 1339, Moberly, Mo. Meets 1st and 3d Sundays and 2d and 4th Wednesdays in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.

Hartford Div. No. 50, Hartford, Conn. C. C. Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn.

Royal Div. No. 51, Longview, Texas. C. C. A. N. Smith, Longview Texas; sec., George Clark, Longview, Texas. Meets 1st and 3d Sundays at 8 p. m., Lodge Building, Longview, Tex.

Neversink Div. No. 52, Port Jervis, N. Y. C. C. T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.

Lone Star Div. No. 53, Denison, Texas. C. C. Wm. Moon, Denison, Texas; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sundays in each month, I. O. O. F. Hall, Main street.

New York City Div. No. 54, New York City, N. Y. C. C. John E. Smith, N. J. C. R'y., foot Liberty street, N. Y. City; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d Monday and 4th Sunday in each month at 12:30 p. m., 300 Eighth avenue.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C. E. P. Sullivan, 905 West 13th street, Kansas City, Mo.; sec., A. T. Sholes, box 74, Wyandotte, Kansas. Meets 2d and 4th Sundays in each month at 2:00 p. m., 1215 West 9th street.

- Priest Div. No. 56, Albany, N. Y.** C. C. Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meets every Saturday at 7:30 p. m., Millers Hall, Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C. Alf. Bailey, Fort Worth, Texas.; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sundays in each month. K. of P. Hall, Main street, between 2nd and 3rd.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C. John C. Fox, Cedar Rapids, Iowa.; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st Sunday in each month, 10:00 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C. J. C. Hale, 1,914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C. J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia, Mo.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C. W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sundays in each month. Hammond building, op. C. M. & S. P. R'y Depot.
- Lefgett Div. No. 62, Bucyrus, Ohio.** C. C. W. D. Burr, Bucyrus, Ohio.; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sundays in each month, in Maie and Deal's block.
- Thurbar Div. No. 63, North McGregor, Iowa.** C. C. Wm. P. Hancock, North McGregor, Iowa.; sec., J. J. Egan, North McGregor, Iowa. Meets 1st and 3d Sundays in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C. James Donlin, 80 West 13th street, Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C. John W. Malloy, Nickerson, Kansas.; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meets 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C. George W. Rickbaugh, Keokuk, Iowa.; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sundays in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C. Melvin A. Wolcott, Sabula, Iowa.; sec., Frank Sheridan, 114 Seventh street., Dubuque, Iowa.
- Barriboo Div. No. 68, Barriboo, Wis.** C. C. W. Simons, Barriboo, Wis.; sec., Charles A. Ballard, Barriboo, Wis. Meets 1st and 3d Sundays in each month, 328 Third street, third door west of Ash street.
- El Paso Div. No. 69, El Paso, Texas.** C. C. George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening at 10 o. o. f. Hall.
- Montezuma Div. No. 70, Las Vegas, N. W.** C. C. J. A. Wisner, Las Vegas, New Mexico.; sec., A. P. Gatchell, Las Vegas, New Mexico. Meets 2d Sunday in each month at 2 p. m., I. O. O. F. Hall.
- Wheaton Div. No. 71, Little Falls, New York.** C. C. F. Sitts, Little Falls, New York.; sec., W. S. Mitchell, Little Falls, New York. Meets 1st and 3d Fridays in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C. J. H. Pillon, Fargo, Dakota.; sec., T. C. Comstock, Fargo, Dakota.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C. Robert Bycraft, Asthabula, Ohio.; sec., J. W. VanEpps, Asthabula, Ohio.
- Henwood Div. No. 74, Decatur, Ill.** C. C. D. S. Camerer, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C. J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C. C. Spangler, San Antonio, Texas.; sec., J. H. White, 704 Austin Avenue, San Antonio, Texas.
- Palestine Div. No. 77, Palestine, Texas.** C. C. J. D. Smullen, Palestine, Texas.; sec., Geo. S. Hayden, Palestine, Texas. Send all communications to Bro. Smullen until further notice.
- Robinson Div. No. 78, Savanna, Ill.** C. C. F. M. Babcock, Savanna, Ill.; sec., C. Westcott, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C. Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C. Samuel F. Keller, Harrisburg, Penn.; sec. W. S. Hemperley, Harrisburg, Penn.
- Friendship Div. No. 81, Beardstown, Ill.** C. C. B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C. C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis., Box 254.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C. E. H. Belknap, Galesburg, Ill.; sec., C. F. Johnson, 37 W. South Street, Galesburg, Ill.
- Perry Div. No. 84, Perry, Iowa.** C. C. Robert Templeton, Perry, Iowa.; sec., Chas. W. Lackey, Perry, Iowa.
- Aztec Div. No. 85, Williams, Arizona Territory.** C. C. J. F. Wood, Williams, Arizona Territory.; sec., L. W. Roberts, Williams, Arizona, Territory. Meets first and third Sundays in each month, at 2 o'clock, p. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C. E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich.
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C. George H. Thomas, Bloomington, Ill.; sec., Dan Donahue, 638 North Mason Street, Bloomington, Ill.
- Deiries Div. No. 88, River DeLoupe, P. Q.** C. C. John Barry, Box 26, South Quebec, P. Q.; sec., A. Moreau, Box 26, South Quebec, P. Q.
- Monon, Div. No. 89, Louisville, Ky.** C. C. George Guess, Jeffersonville, Ind.; sec., Thad. O. Cook, 909 East Jefferson Street, Louisville, Ky.
- Waseca Div. No. 90, Waseca, Minn.** C. C. W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C. C. T. Moore, The Dalles, Oregon.; sec., W. D. Mohler, The Dalles, Oregon.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C. Geo. Lickert, 429 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets every Monday afternoon at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.
- Sioux City, Div. No. 93, Sioux City, Iowa.** C. C. John Shipman, Sioux City, Iowa.; sec., Wm. H. Monty, St. Paul, Minn.
- Altoona Div. No. 94, Altoona, Wis.** C. C. Frank Briggs, Altoona, Wis.; sec., J. M. Winterstein, Altoona, Wis.
- Harvey Div. No. 95, Red Cloud, Neb.** P. H. Lyman, 608 North Sixth St., Atchison, Kansas.; sec., C. H. Sayer, Box 313 Red Cloud, Neb.
- Belknap Div. No. 96, Aurora, Ill.** C. C. M. T. Hinkley, Box 1491 Aurora, Ill.; sec., C. D. Rossiter, Box 767 Aurora, Ill.

Roodhouse Div. 97, Roodhouse, Ill. C. C. Antony Johnson, Box 357, Roodhouse, Ill. sec., Chas. L. Winterset, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st Monday and 3d Sunday in each month.

Milbank Div. No. 99, Milbank, Dakota. C. C. E. H. Faryo, Milbank, Dakota. sec., Fred Camp, Box 219, Milbank, Dakota. Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sundays in each month.

Hollingsworth Div. No. 100, Columbus, Ohio. C. C. A. Bullman, Exchange Hotel, Columbus, Ohio; sec., H. C. Feltrow, Columbus, Ohio.

Matton Div. No. 101, Matton, Ill. C. C. W. R. Mansfield, Matton, Ill.; sec., W. W. Simpson, Matton, Ill.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C. Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Lefler, Bates House, Indianapolis, Indiana. Meets once each week, time and place specified hereafter.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.

We keep in Stock a large supply of

Letter Heads, Note Heads, Envelopes, Cards, Checks, &c.

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133 East Water Street, Elmira, N. Y.



AUTUMN ARRANGEMENT,

Takes Effect Monday, Sept. 24, 1883.

TWO TRIPS DAILY, EXCEPT SUNDAYS.

AFTERNOON BOAT.

MORNING BOAT.

Leave Watkins.....	1:00 P. M.	Leave Geneva.....	7:47 A. M.
Glenora.....	1:40 "	Dey's.....	8:35 "
North Hector.....	2:00 "	Ovid-Willard.....	9:05 "
Lodi.....	2:30 "	Long Point.....	9:20 "
Long Point.....	2:45 "	Lodi.....	9:35 "
Ovid-Willard.....	3:00 "	North Hector.....	10:05 "
Dey's.....	3:30 "	Glenora.....	10:25 "
Arrive at Geneva.....	4:30 "	Arrive at Watkins.....	11:10 "

Boat leaving Geneva at 7:47 a. m. and Watkins 1:00 p. m. carries U. S. Mail and Express.

W. B. DUNNING, Supt., Geneva, N. Y.

RAILWAY CONDUCTORS' MONTHLY.

LEHIGH VALLEY R. R.,

Double Track ! Steel Rails !

3 EXPRESS TRAINS DAILY 3

—FROM—

Buffalo and Suspension Bridge
TO NEW YORK & PHILADELPHIA,
AND ALL POINTS EAST.

**PULLMAN'S CELEBRATED PALACE CARS RUN ON ALL
EXPRESS TRAINS.**

This Popular Line Runs Through

AMERICA'S GRANDEST SCENERY,

Embracing the fertile farming country of the

SUSQUEHANNA VALLEY,


The Wild and Rugged Mountain Scenery of the

WYOMING VALLEY,

And the busy Anthracite Coal and Iron Regions of the

LEHIGH VALLEY.

ANTHRACITE COAL IS USED ENTIRELY, thus avoiding
the dense volumes of smoke that so terribly annoy
passengers on Lines using Bituminous Coal.

 All trains of the Lehigh Valley run directly into the heart of the City
of Philadelphia (9th and Green Streets Depot). New York terminus, Penn-
sylvania R. R. Depot, foot of Cortland or Desbrosses Streets.

TRAINS LEAVE BUFFALO (Erie Railway Depot) 9:00 a. m.; 4:40 & 10:00 p. m.

Returning leave New York (Penn'a R. R. Depot) foot of Cortland or Des-
brosses Streets at 8:10 a. m., 3:40 and 7:00 p. m. Leave Philadelphia P. & R.
R. Depot, 9th and Green Streets at 9:00 a. m., 4:15 and 8:00 p. m., for all
Points in the

WEST, NORTHWEST AND SOUTHWEST.

H. STANLEY GOODWIN,
General Supt.

E. B. BYINGTON,
General Pass. Agt.

SHORT LINE.

the greatest Railway in America.

The use of the term "Short Line" in connection with the corporate name of a great road, conveys an idea of just what is required by the traveling public—a Short Line. Quick Time and the best of accommodations—all of which are furnished by

CHICAGO, MILWAUKEE AND ST. PAUL.

It owns and operates over 1,000 miles of road in Northern Illinois, Wisconsin, Minnesota, Iowa and Dakota; and as its main lines, branches and connections reach all the great business centres of the Northwest and Far West, it naturally answers the description of Short Line, and Best Route between

Chicago, Milwaukee, St Paul and Minneapolis
Chicago, Milwaukee, Portage, La Crosse and Winona
Chicago, Milwaukee, Orionville, Aberdeen and Ellendale
Chicago, Milwaukee, Eau Claire and Stillwater
Chicago, Milwaukee, Wausau and Merrill
Chicago, Milwaukee, Bever Dam, Fond du Lac and Oshkosh
Chicago, Milwaukee, Waukesha and Oconomowoc
Chicago, Milwaukee, Madison and Prairie du Chien
Chicago, Milwaukee, Owatonna, Mankato and Faribault
Chicago, Beloit, Janesville and Mineral Point
Chicago, Elgin, Rockford and Dubuque
Chicago, Clinton, Rock Island, Cedar Rapids and Talma
Chicago, Des Moines, Council Bluffs and Omaha
Chicago, Canton, Sioux City, Sioux Falls and Yankton
Chicago, Milwaukee, Albert Lea and Southern Minnesota Points
Chicago, Milwaukee, Mason City, Mitchell and Chamberlain
Rock Island, Dubuque, St Paul and Minneapolis
Davenport, Calmar, St Paul and Minneapolis
Milwaukee, Racine, Beloit, Freeport and Rock Island
Mitchell, Wolsey, Ashton and Aberdeen
 (Jim River Valley Line.)

Pullman Sleepers and the Finest Dining Cars in the world are run on the main lines of the **CHICAGO, MILWAUKEE & ST. PAUL RAILWAY**, and every attention is paid to passengers by courteous employees of the Company.

S. S. Merrill,
Gen'l Manager.

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The United States Fast Mail Route

—AND—

SHORT LINE,

—FROM—

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—TO—

Fond du Lac, Oshkosh, Neenah, Menasha, Stevens Point, Chippewa Falls, Eau Claire and Ashland.

LAKE SUPERIOR

—WITH—

PARLOR CARS

ON ALL DAY TRAINS, AND

NEW & ELEGANT SLEEPERS

from Chicago to Stevens Point on Train Leaving Chicago, via, C. M., and St. P. R'y., at 9:00 p. m. There is also attached to the same train a Superb Sleeper from Milwaukee to Stevens Point, leaving Milwaukee at midnight. These superior facilities make this the

BEST ROUTE

—FOR—

GRAND RAPIDS, WAUSAU, MERRILL,

AND ALL POINTS IN

Northern, Central & Western Wisconsin.

F. N. FINNEY, JAS. BARKER,
 Gen'l Manager. Gen'l Pass. Agt.
MILWAUKEE.

— THE —

RAILWAY CONDUCTORS' MONTHLY.

Vol. I.

ELMIRA, N. Y., MARCH 1, 1884.

No. 3.

WRITTEN FOR THE CONDUCTORS OF THE UNITED STATES
AND CANADA.

Once every year we gather in council, and listen while each reviews
The work the last year gathers in, the accounts and yearly dues,
And pass the final verdict as we hear from every one,
And see from the records whether or not the work is rightly done.

Many, many times most of those who are gathered here to-day,
Have met before and each has striven in his accustomed way
To lend his voice and kind good will, and all he has to give ;
Bringing prosperity to a worthy cause, helping it so to live.

That the world as well as we may see, the work not all in vain,
That good and valiant deeds the motto, not profit, loss and gain ;
Not the working of ambitious brain, nor hearts of steel or stone,
Preparing to gather the substance in, and call it all their own.

This is no monopoly, instituted to gather the lion's share,
No corners here to cheat the unwary, and even the bull and bear
Refrain from pushing their orders, though stamped with beautiful label,
They are cast in the fittest place on earth—the basket 'neath the table.

No one comes here to these gatherings, with heart and soul on fire
To cheat the widow and fatherless, or further their own desire
Of righteous gain, but each must try, to further the righteous cause,
The foundation based on principles, love to God's sacred laws.

'Tis a matter of justice, a thing of right, a hope when we are dead,
Way beyond earth's gloom, yea beyond the tomb, when earthly joys are fled,
We leave to our wives and children dear, a morsel though it be,
May help in part, to cheer the heart, above all earth's charity.

To know that though we die to-day, far away from friends and home ;
 Though all we love on earth are left, weeping sad and lone,
 That when we are laid in the grave to rest, yet still there is surely one
 Can open the little bank that's left, say "thank you" for what we've done.

'Tis no debt we owe to any one, 'tis only one duty so plain
 We see it in all the walks of life, comes to us again and again,
 That each should prepare, in some right way, to leave though a pittance, to one,
 Who counts one's life a part of their's in every work that's done.

Earth has few joys worth speaking of, vain is a true man's life,
 Void the home of happiness, without a fond loving wife ;
 Magnates boast of their wealth and power, yet all fade like the dew,
 Yet all I can boast of any hour, is my wife and children true.

And should I die, or any of you, it would fill my heart with joy,
 To know that many a gray haired man, and many a noble boy
 Were ready to pay their little mite, from a sense of duty and love
 That is taught by teachers of loyal right, and our Heavenly Father above.

We glance at the fashion plate of life, and all is so gay and fair
 We hardly stop to realize, that none of the truth is there ;
 We gaze at the beautiful picture, but just as we are ready to buy,
 The light of our life is growing dim, and we must be ready to die.

We lead a hazardous life to-day, with dangers on every hand,
 Even the earthly foundation weak, the track may not always stand,
 For the jolting may wear the surface off, the ties so far decay,
 The tide may rise in the heavens, the bridges all wash away.

Sometime the brakes may fail to hold, we may run a little too far,
 Danger lurk in some obscure place, then 'mid the crash and jar,
 Only the remnant be taken out of the debris of blackened mass ;
 Life is only a span, in the long, long bridge over which we must pass.

Some day the track may be out of line, the rails be spread apart,
 Then comes the days of mourning, then weeds for a broken heart ;
 For 'tis not all joy the life we live, neither all bright or fair,
 The body often gets, O, how tired ! the heart grows faint with care.

Often the steam may be getting low, the water low in the glass,
 Sometime be holding the main track, while somebody wants to pass ;

Only one moment and all is over, only the shriek and a jar,
A wreck at last, and one order given, then comes the wrecking car.

By and by, our eyes may be getting dim, the signal may not be seen,
It may look white, perhaps red to us, anything else but green ;
No one is perfect, all may fail, time alone can tell
Whether in safety we reach the end, and the verdict all is well.

The flanges—all been perfect so long—may be growing very thin,
The frost may chip some pieces out, perchance a flaw within,
The wheels may refuse to follow the track, none of us ever know
How perfect the work of any one, how far 'tis safe to go.

And winter—dread winter come again, with snow, and ice and sleet,
Although we try to be careful, at last with unwary feet
We miss the footing, one false step—dangers are always rife—
And we find ourselves in one moment, a poor old cripple for life.

These are only true pictures of real life, my pen portrays for you,
So awhile we will glance at the other side, the brighter one in view ;
For every cloud, though dark it seems, has a silver lining when
The storm is all past and over, the bright sun shines again.

The mission of life—a noble theme—the duty of the day,
The principles which make the man, the orders and the way,
The duties he can best perform, his motto, truth and right,
Firm in the recess of his heart, plain as the noonday light.

Our work is varied, none can tell what you or I should do,
Each has his mission to perform, all of life's journey through ;
We all work for our daily bread, 'tis right that each one should,
Master and servant both together, work for each other's good.

It is a principle of life, firm as a rock it stands ;
If the Master is good and kind, the servant has willing hands,
And although some rich Cræsus, has scarcely learned 'tis true
It is never more a secret, to even one of you.

Conductors are supposed to be gentlemen, men of heart and brains,
But alas some scarcely know enough to seek shelter when it rains,
And the few who reach this standard, are like the clouds of night,
That cover the sky like a darkened pall, stand in the other's light.

To be a gentleman, is not to wear a diamond, a fob or chain.
 Nor to bow the head, for even the "dude" does this again and again.
 But always be polite, though firm, then your passengers know,
 They are safe in the hands of the pilot, wherever they wish to go.

To the master's service always true, in matters pertaining to them,
 They look for this in whatever you do, looking for true, tried men,
 Then when you have gained their confidence, half the foundation's laid,
 Even the faith of Christ was shaken, when cruelly betrayed.

So we meet to-day as a christian people, ready to do and dare,
 For truth and right and justice, (though not much given to prayer.)
 We meet as brothers upon the plane, our maxim noble and kind,
 We'll prepare in life and health for the loved ones left behind.

And as each year rolls round, some here will meet again.
 Yet some will be missed from the circle, freed from trouble and pain ;
 Then new ones fill their places, and before the New Year's dawn,
 The bell will toll the requiem, a brother's dead and gone.

Then remain steadfast in your purpose, loved ones are dear to you,
 E'er the lamp of life is burning low, lay up a substance true.
 For the mantle of purity—O, how thin ! but a gause, which left alone
 And the world's cold charity gathers it in, without one struggle or groan.

"Conductors' Brotherhood," a noble name, but nothing without good deeds ;
 Then prune the trees that bear good fruit, dig up the rank wild weeds,
 Rich is its mission of doing good, look ye well to the end.
 Placed in the hands of honest men, trusting them to defend

The rights, which are sacred to every one, let it be truly said
 You bartered no part of the little left, were true to the living and dead
 For an honest heart, an honest soul, naught else is there to gain,
 But one thing more, on this earthly shore—a pure unsullied name.

So 'tis good bye this time, to every one, till another year rolls round,
 So 'tis all aboard for home again, soon the whistle will sound ;
 We will meet the dear ones once again, offer one fervent prayer
 At home once more with loving ones, may none be missing there.

"May He who watches the sparrows fall," guide us till death shall come ;
 May He echo the words we fain would hear, thy work is well, well done ;
 May He take us by the hand at last, with a look of joy and love,
 Though He say but a word to any of us, and point to that Heaven above.

Fraternally Yours,

E. H. B.

“CAPTAIN JACK.”

“THE POET SCOUT,” ACTOR, MINER, RANCHMAN, AND EVERYBODY'S FRIEND.

An Hour with the Man in Buckskin and Our Impress of Him.

While at San Marcial we learned that Capt. J. W. Crawford, popularly known as “Capt. Jack,” was in town, and we requested an interview. He had just come in from Fort Craig, where he holds the position of post-trader. He is a tall, wiry built man, with a nervous, sensitive face, which his open, frank demeanor dignifies when you have once entered into conversation with him. He approaches the stranger with long strides and open hand, and the first you know of the situation he has disarmed all formality and you are his friend.

His manner is simple and easy and he talks to you as though you were interested in his past career, and he gives you his plans for the future.

“They say you are somewhat of a poet, captain, but I never have seen any of your writings except a few extracts found in the papers.”

“Oh, yes, I have written some verses, and for that matter have published a book of poems, but I never was entirely satisfied with it, although the entire edition sold rapidly, and I am now preparing a revised edition with many new pieces, which will make quite a volume.”

Pressing him for some recitations of his own writings, he gave us selections from his “Custar,” a beautiful ballad, which the press all over the country has taken pleasure in commending :

“There's a spot in the woodland
My heart longs to see,
Where streamlets are dancing
With laughter and glee ;
Where the sweet daffodil
And the daisies are seen,
And the deer loves to sport
On its mantle of green.”

CHORUS.

“ In the valley of Custer
The park with its cluster
Of little log cabins spread out on the green.
’Tis the valley of Custer,
Where oft we did muster,
And drank to the brave from the soldier's canteen.”
“ Oh the flower of the valley
Whose bright name it bears,
Now sleeps near the river

Away from life's cares,
 But still there's a spot
 Holds his memory dear,
 The heart of each comrade,
 Each brave pioneer," etc.

The sweet rythm had lost none of its charm in its recital. Again we looked at the man with his long, flowing hair, reaching far down on his shoulders, wearing a broad-brimmed hat, a wildly fringed buckskin overcoat, blue shirt and light silk necktie, more nearly representing in appearance an ideal old-school Spanish cavalier than the writer of such sweet lines.

"Let us take a drink, Captain."

"No, I thank you. I never drink, but I will recite you a poem entitled 'Mother's Prayers.'"

And he related the promise he made his mother on her death-bed never to drink, revering that

"Mother, who in days of childhood,
 Prayed as only mothers pray :
 'Keep him in the narrow pathway,
 Let him not be led astray ;'
 And when danger hovered o'er me,
 And when life was full of cares,
 Then a sweet form passed before me,
 And I thought of mother's prayers."

The simple story of this grand resolve so nobly maintained amid the rough, wild surroundings of a life in the mountains, is one of the most touching incidents of "Captain Jack's" career.

"I had mistaken you, Captain. I was expecting something of the Bret Harte or John Hay styles of uncouth poetry."

"Wal, I reckon as how I can do that too," said the captain ; his face assuming a most unsophisticated innocence, and we were treated to "Ratlin Joe's Prayer," written upon the death of "Monte Bill" at Cariboo. There was a discussion among the boys of the camp as to what to do. There were no "Gospel-sharps" in the camp and "Joe" said that :

"We cannot drop him this way
 "Without some direction or stamps."
 "Ratlin Joe was the next of the speakers.
 And Joe was a friend of the dead.
 The salt-water stood in his peepers,
 An' these are the words that he said :"
 "Jist give him a corner good Lord—not on stocks."

Fur I ain't such a durned fool as that,
 To ax ye fur anything wordly fur Bill.
 Kase ye'd put me up then for a flat.
 I am lost on the rules o'yer game but I'll ax
 For a seat for him back o' the throne,
 And I'll bet my whole stack that the boy'll behave
 If yer angels jist let's him alone.

There's nothin bad 'bout him unless he gets riled—
 The boys'll back me in that—
 But if any one treads on his corns then you bet
 He'll fight at the drop o' the hat—
 "Jest don't let the angels run over him Lord,
 Nor shut off to once on his drink ;
 Break him kinder gentle an' mild in the start,
 And he'll make ye no trouble I think,
 And couldn't you give him a pack of old cards,
 To amuse himself once in a while ;
 But I warn ye hyar not to bet on his game
 Or he'll get right away with yer pile."

The laconic expressions are here given in such an easy flow of rhyme and wit reminding one of a "cloud burst" followed by sunshine and the beautiful tints of the rainbow, rather than the sweet music of the brooklet.

Two days after leaving San Marcial we received a copy of "Capt. Jack's" book of poems by express with a request that it be returned as soon as read being the only copy the author has.

The employment of writing about "the resources of New Mexico" was somewhat disturbed by their reception for the enchanting mildness of this volume had filled us full and the lithe, graceful form of the heroic scout in buckskin and long silken hair was ever before us. What free, wild music is this ?

'Tis a dear little spot in the valley I love,
 And the pine trees are waving above it ;
 The home of the lark the black bird and dove,
 I never can tell how I love it."

* * * * *

"And though I'm far from that valley to-day
 The scenes are all pictured before me ;
 The deer are at water the birds are at play,
 And the sky larks are all singing o'er me.
 I think I can see my dear comrades of old,
 The sound of each rifle seems ringing ;
 The echo comes back from the valley of gold
 While the boys round the camp fires are singing."

Nothing that Burns ever wrote is more beautifully natural nor shows a keener inspiration from nature's influences than the above. That is good poetry which educates the senses, and truly he must be one of Nature's masters, who, without going to school a day in his life, can yet refresh the most cultivated mind with new and pleasant emotions of a pure and elevated character. And "Capt. Jack" fully comprehends what constitutes true poetry, as may be seen by the following enquiring lines :

" Is there no poetic beauty
In these simple songs of mine ?
Must a man be born in college,
Ere he dare to form a rhyme ?
Though his soul dictates the music,
Yet his words uncouth and plain
Must not find a friendly welcome
From the learned men of brain."

Byron wrote his "English Bards and Scottish reviewers" with the same feeling of resentment. "Capt. Jack's" book of poems is replete with the richest of poetic music.

Nearly all new literary workers of to-day seek distinction in new departures, and we have been surfeited with a raft load of funny men, who delight in spoiling good English to attract attention. While Mr. Crawford has shown a wonderful aptness in this, and should bring the blush of shame to the cheeks of Miller and Harte, yet one who will study his poems will discover a purer excellence and more attractive beauty in his songs of the mountain and woodland, where he has spent the greater portion of his life.

" Where the streamlet's merry lay
Makes sweet music with its laughter."

It is impossible to associate in your mind any of "Capt. Jack's" traits and accomplishments as resembling those of "Buffalo Bill," "Wild Bill," or any of the gang of the "bad men," who have taken to long hair and buckskin for distinction. His every impulse is that of a gentleman, and while he has grown up with the buckskin upon him and his life has been one of stirring adventures in the western wilds, he yet has the heart of a child, while his courage cannot be doubted. As soldier and chief of scouts under Gen. Custer and again under Gen. Crook, he has given ample evidence of his valor and fidelity.

We understand that he is about to organize a dramatic company, and being a clever actor himself, we may look for something new and entertaining.—*Albuquerque Journal.*

STANDARD TIME.

THE HAPPY RESULT OF TWO WATCHES BEARING THE SAME TIME

It is 11 o'clock p. m., by standard time, and just inside the dispatcher's office of the Quick & Safe railway company stands a tall and handsome young man in the uniform of a conductor, verifying his watch by the time-piece in the corner. When he has dropped his gold chronometer back into his vest pocket and turned to go, the dispatcher says, "What's your hurry, Ed? Your train doesn't leave for forty-five minutes. Sit down and have a cigar. Things are a little dull just now in the office; No. 8 is on time to-night, for a wonder, and there is no train going out ahead of yours."

"It's a temptation I can't resist," replied Ed. Huntley, as he lights a cigar, and proceeds to occupy two of the vacant chairs. "These are luxurious moments that are keenly appreciated by us restless mortals on the road, and the fascination of a good cigar is too much for me. As you spoke, I was thinking about abandoning this business, and I was haunted by visions of a quiet home, which should be presided over by such a divinity as I have in my mind, and where I might spend every evening of my life—or at least as many of them as I wanted to."

The dispatcher was himself a bachelor, not far from the same age of his friend. He had known something of the tender passion, and was by no means ignorant of human nature. He thought he saw that his companion was caught in the silken meshes of some fair one's net, and was not struggling very hard to free himself.

"Upon my word, Ed," looking into the frank face of the conductor, "you talk like a man that's in love," and detecting the evidence of guilt in the blushes which this charge called out, he added. "Come now you might as well plead guilty, and thus 'save the expense of a trial,' as they say in court, and when you come to receive your sentence this will be taken into consideration."

"Well, Morse," said Huntly, with the air of a man who needed only a little encouragement to tell a secret, "I imagine I have already told you the main fact, and I suppose I might as well give you the detail. I am sure it is nothing a man need be ashamed of," and then he blushed again, deeper than ever. "It was some time last spring that I got acquainted with her."

"Who is she?" broke in the dispatcher. "If you are going to make a full confession, and throw yourself on the mercy of the court, you must not omit any essential points."

"If you will curb your impatience," said Huntley, "you shall have a complete history of the affair. As I said, I first met her last spring, and our acquaintance came about in this way: You may remember that day about the middle of April, when the president and some of the directors went over the road in a special and I was ordered to lie off on the siding at Chicago Junction, and she, Miss Helen Wellsworth (I first saw her name on the music roll), was almost distracted because she was afraid she would miss her lesson. You know she comes into the city twice a week for her lessons."

"How should I know?" asked Morse with affected savageness. And then he added: "You don't suppose I would have laid off your train if I had known the circumstances, merely for the president of the road, and imperiled one of Miss Wellsworth's music lessons!"

"If you care to hear the hear the end of this bit of personal history," observed Huntley, "you will not interrupt me again. As I was going to tell you, Miss Helen asked me, as I went through the train, why I couldn't save time by going on to the next siding, and wait for the special train, there, and when I told her I dare not disobey my orders from the dispatcher, she seemed much interested. When I had time, I explained to her something of the dispatcher's duty in running trains. She grew enthusiastic in her praise of the skill demanded by such a position, and said she almost wished she were a man that she might be a train dispatcher. Afterwards, when she asked me if I had ever been in an accident, I told her of the time we ran the express on that broken rail, on Christmas of '79—you remember—when I got an engine at the junction and went for the surgeons. Of course I was modest enough not to emphasize the part I took, still it was plain she was deeply interested."

"You have evidently read 'Othello' to some purpose," said his attentive audience.

"I declare I had no other thought in the world than to entertain her for a few moments," protested Huntley; "but presently I found that my trips Tuesdays and Saturdays (those were the days she came to the city) were looked forward to as the most delightful periods in my life; and one day when some young fellow came down to the train with her and helped her up the steps, and thus defrauded me out of that pleasure, I felt as though I would like to grind him under the wheels of the cars. This was the first time, I think, that I came to suspect my own feelings. But I never said anything to her that you would consider—that is, sentimental, you know" (and the conductor said this with the timid air of a man who feels that he is approaching delicate ground) "until a few weeks ago, when I was explaining to her the new standard time which our

road was soon to adopt. I made some common-place remark about its convenience, and then said it would be a great pleasure to me to know, whenever I looked at my watch, that her own would indicate the same time of day. I feared in an instant that that was a rather silly thing to say, and I knew so when she said, with a mischievous smile, that she didn't intend to turn her watch back, and she wouldn't be so mean as to cheat old Father Time out of sixteen and one-half minutes. I said that the railroad would fix the standard, and she would be obliged to follow the fashion in time, as well as everything else; but, would you believe it, she grew more perverse on the subject. After that we often had good natured disputes over the time, but we came no nearer an agreement. I tried to treat the matter jokingly, but finally I had to acknowledge to myself that I felt almost as badly over her refusal to turn her watch back as if I had proposed and been rejected. In fact, I came to connect my fate with the position of the hands of her watch. I thought of nothing else, and, how through it all, I took up tickets and made the right change, now seems to me to be a marvel. If this awful suspense had continued another week, I am certain the company would have lost a faithful employe, and the asylum would have added to its population. But last week she came into the city, on a day that I knew was not her music day, and she told me that she meant to remain two or three days. She consented, with a very pleasing reluctance, to allow me to call one evening, when I asked her permission. As I was leaving the house, with the conclusion that it was foolish for me to think she cared anything for me, I glanced at my watch, and of course the old controversy came up. I said, with mock severity, but not attempting to conceal my disappointment, that I thought she had treated me very cruelly in the matter of the standard time.

"Do you think so?" she asked; "and do you really want me to turn my watch back?"

"It was the first time she had ever spoken seriously on the subject, and I was a little surprised, but said, quite earnestly, that I certainly did desire it very much. She simply opened her watch and held it up so that I could see the face. My own I still held in my hand, and a quick glance at both showed me that they indicated exactly the same time."

"Well," asked the dispatcher, as the historian paused, "what more?"

"There is nothing more," said the happy conductor; "at least not at present. I shall not encroach upon the legitimate functions of your imagination by describing what followed. But Helen has declared that when we are married she will have the bridal train start on standard time."—*Detroit Journal*.

SCENES AND INCIDENTS OF RAILROAD TRAVEL.

The morning of Jan. 13, '84, ushered in a perfect winter's day. A severe snow storm had been raging for days previous and the peaks and gorges of the spurs of the Alleghany Mountains in southern New York and northern Pennsylvania were rounded out by a smooth, deep covering of snow. Through these mountain spurs, winding around hillsides, crossing valleys, and creeping through ravines runs the line of the Bradford, Bordell & Kinzua narrow-gauge railroad, which serves as a connection between Wellsville, N. Y., on the line of the Erie Railroad, and the oil fields of McKean county, Pennsylvania. On the morning above mentioned, the express train on the narrow-gauge road left Wellsville on time, consisting of locomotive, baggage-car and one passenger coach carrying about twenty-five passengers. About a mile north of Bradford, at the junction of the Tunaguant, (pronounced by strangers Turn-over-and-grunt, but now abbreviated to Tuna,) river and Kendall creek is the station of Tarport, where the road leaves the valley of Tuna, and climbs into the mountains by way of the deep cuts through the hillside, along the Kendall creek, which are dotted with the derricks and wells of the oil producers of that section.

About a mile up the valley the road runs through a long cut and immediately out upon a high embankment. Upon the hill above the cut was a large tank filled with crude petroleum. Just before the train was due at this point, on the morning of the 15th, the foreman for the Anchor Oil Co. climbed the hill toward their tank. When near to it he discovered a long, narrow and sunken streak leading from the tank to the track and the yellow stain of the streak in the snow showed to his experienced eye at once that the tank had burst and the oil was flowing down into the cut and upon the track below; a glance told him that a large amount of oil had thus escaped, and he knew it must be along the track; knowing that the express was nearly due, he started for the track above the cut to stop and save the train; the snow was deep, the ground was rough and the distance long. He heard the approaching train and struggled to get through the mass of snow between him and the track; seeing he could not make the track in time to warn them of the danger, he took off his hat and coat and made a desperate effort to attract the attention of the engineer. The train swept past. Passengers from the window saw the man, half buried in the snow, gesticulating wildly, and thinking him a boy in play, smiled and rode into fire and death. The train entered the cut; the track for a distance of a hundred yards was covered with a pool of petroleum from which arose and filled the air the strong gasses of the subteranean liquid; the gas came

in contact with the fire-box of the engine ; a loud explosion rent the air and in an instant the entire train was a flying, burning meteor dashing through a sea of fire. Great masses of black smoke rolled away up into the air followed by sheets of flame snapping and roaring like unaccountable and infuriated demons. The heat was so intense that instantly the glass in the windows cracked and fell on the floor letting in the flames, which were fast consuming the exterior of the train, so that they lapped up the upholstering and interior wood-work and licked the terror stricken passengers in the face, burned their clothing and instantly scorched to a crisp the skins of the victims wherever exposed. The engineer and fireman dropped upon their knees in the cab of the locomotive and buried their roasted faces and hands in their clothing. The passengers rushed for the doors and platforms of the cars, but were soon wedged by their frantic efforts, into a helpless mass in the thick, hot air and smoke and flames. From the platform those who could reach there lifted, for a moment, their heart in prayer to God and jumped, some of them landing in the pool of burning oil and some in the deep snow beyond.

A young girl, only ten years, set an example that was soon followed by all who could not reach the platform. Gathering her cloak about her she arose in a seat and threw herself headlong out of the broken window, striking in the snow and rolling unharmed down the embankment. Others followed, and, strange to say, all who made this attempt, saved their lives, save one poor woman who attempted to climb out of the window and was found hanging outside the car, her body entirely nude and burned to a crisp, holding with a vice-like grip to the window-sill with both hands. Two other women were roasted beyond recognition within the coach. The news agent who was terribly burned covered himself with glory. He could have escaped without injury. He was nearly out of the car when he heard the cries of a lady passenger. He attempted to help the woman out, but at the critical moment she lost her presence of mind and fainted. In order to save himself, the young man jumped through the window and landed in a pool of burning oil, and the woman perished in the flames. One of the passengers sends to the Herald the following description of his experience :

"The train was running at the rate of fifteen miles an hour; suddenly the car became dark, jets and tongues of flame leaped up on the sides and through the ventilators of the cars. The glass cracked with a smash and the heat became unendurable. I knew at once that we were passing through an oil fire—I recognized the peculiar hissing of the burning oil. Turning to my sister, I said : 'We are passing through an oil fire ; be quiet ; it will soon be over.'

The people began to jump through the windows. On all sides was heard the crashing of the glass and the deafening roar of the sea of flames. The car was a regular hell in less than three minutes. It seemed as if we were all doomed to burn to death. The situation was terrible. The car was filled with the cries of women and children and the groans of strong men. Women and children were picked up by strong hands and bodily thrown through the crackling windows. Those who jumped out of the windows fared better than the few who dashed through the door into the ocean of flames, which surged to and fro like high waves on the track. Those who jumped from the windows landed in high drifts of snow. Those who went through the door had their hands, faces and clothes badly burned, and some were so badly burned that they will die. I started down the aisle, but the heat was so awful that it made my head swim. It was impossible to move. The car swayed to and fro like a ship in a heavy sea. The windows offered the only means of escape. I said to my sister we must jump through the window. I arranged her cloak around her head; the heat had already broken the glass. I picked her up bodily and mustering all my strength dashed her head foremost through the window. I then picked a little girl who was crying and threw her out of the same window, and then made the jump for life. I landed in a snow-drift. My mustache and my hair were only slightly singed. My sister rolled down the bank, but escaped without a scratch. It was the most eventful experience of my life. There is nothing so fierce as an oil fire, and the only wonder to me is that any of the passengers escaped with their lives. It seemed as if the coach was all in flames in less than three minutes after it was engulfed in the fiery sea of oil. How the engineer, main hands, the men and women escaped is something that only Providence can explain. It was a sight to make the strongest heart sick. I never want to see its like again."

This is the first accident in the history of the Bradford, Bordell & Kinzua. No blame is attached to the officials as the disaster was clearly unforeseen.



A woman never sees a baby without wanting to run to it; a man never sees a baby without wanting to run from it.

A Woman can sit in a theatre three hours without getting all cramped up, catching the toothache, or becoming faint for want of fresh air. A man can't.

Women jump at conclusions and generally hit, men reason things out logically and generally miss it.

THE OLD CLOCK IN THE CORNER.

It was an old-fashioned room. Over in the corner stood the old clock that had faithfully kept the time and tolled off the hours for half a century. The high-back chairs and the table with its rounded leaves stood about the sides of the room as they had been accustomed to stand for fifty years. In front of the great fire-place a cat lay dozing, while in an old arm chair, with hair as white as the snow that covered the ground outside, sat an old man gazing intently at the coals on the hearth. With the exception of the cat and the fantastic, almost living, shadows which the fire cast into the darkened room, the old man was alone. The aged and trembling hands of the clock were slowly, but surely, working their way around the face of the dial, and the little bell was patiently waiting to strike out the old and to strike in the new year.

The old man made no stir, except maybe to turn his face toward the door in a half expectant way, as the merry tingle of sleigh bells and the joyous laugh of happy voices from some passing sleighing party greeted his ears. This would pass, and the happy sounds would grow less distinct, until lost in the distance, and then, with a disappointed look on the old man's face, he would again fix his gaze on the coals on the hearth. The moon sent its beams through the window to help, in its feeble way, to lighten the room. These silver beams are but as steps that led the old man's thoughts to higher things. The old man is dreaming of what was once, and what might have been.

He sees a youthful couple who, fifty years before, on this night, stood before the altar and were joined in holy wedlock. He can hear the merry voices of friends ; he can hear their good wishes, and the music to which they danced was ringing in his ears just as it did so long ago. So long ago ? Why it is only yesterday to the old man as he sees it all pictured out in the coals on the hearth ! He can see the happy smile on the bride's face when he brought her to this home and lighted the fire on the same hearth ; he can hear the prattle of the little boy that used to call him father, as he played in front of that fire ; he sees a lovely, flaxen-haired little daughter dressing her dolls there, and hears her childish voice singing the lullaby that her mother used to sing to her, and then he sees her put dolly into the little cradle he had fashioned for it. It is real to him, and he starts again as the clock seemed to tick louder than usual to remind him of his loneliness.

Again he dreams : A little casket sits in the room, and in it is laid the lovely, precious boy ; another casket, and the little girl is carried out to return no more. To return no more ? No ; she comes again and again to the old man in

his dreams, and he feels those baby arms about his neck. Then, one winter's day, she who had shared his joys and sorrows went away to that land of flowers, and joined the loved ones that had gone before. Now he sees three mounds over in the church-yard, all pure and spotless white in the diamond-covered mantle of winter. And his eyes are dimmed with bitter tears as his heart responds, "I am coming."

The old year is fast dying. But a few moments remain, and the long hour finger on the old clock's dial approaches the minute that closes the old year and opens the new, in a half-hesitating way, yet driven on by faithfulness to duty. A slight tremor is heard, and the bell in the clock begins to toll the hour of midnight. The old year is past, and the chimes in the distant church steeple peals forth a glad "Happy New Year," as the old man's head drops forward on his breast. To him it is a "Happy New Year." He, too, has joined the loved ones that have gone before. Loving friends found him cold in death when the bright sun of the new year morning came through the windows and lighted up the face of the faithful old clock, whose work was finished with the old man's, as the old year died.—*Peck's Sun*.



WISE MAN OF ARKANSAW.

Probably the politest and most considerate man who ever lived was General Bradbale, of Arkansaw. Some time ago, boarding a train, he perceived his son, whom he had not seen for twenty years, occupying a seat, reading. The old gentleman set down immediately behind the young man. After the train had gone about twenty miles, the young man laid aside his newspaper, and discovering his father, seized the old man with affectionate warmth. "Why didn't you let me know that you was on the train, father?"

"Because," replied the old gentleman, "I saw that you were reading, and I did not wish to disturb—"

"That would have made no difference."

"And besides," continued his father, "I thought that you might want to borrow a few dollars."



Some women can't pass a miliner store without looking in ; some men can't pass a saloon without going in.

When a woman is asked by a fond lover for her heart and hand and says "No," she don't always mean it ; when a man is asked by a jovial friend if he will take something and says "No," he don't always mean it, either.

TWENTY FOUR O'CLOCK.

"Philadelphia has adopted the 24 o'clock system."—*Item.*

'Tis coming, they say, 'tis coming, this new ordering of things,
More surely and more potent than the mandate of kings ;
"The standard time's" adopted, the solar's out of chime,
"And our pretty clocks and watches are all knocked out of time."

Yes, 'tis coming, surely coming. Only just the other day,
While strolling on the avenue, a friend thus had his say :
"Bring 'Nannie' and come over, 'tis only 'round the block,
And remember we have dinner at just sixteen by the clock."

Then down from yonder mantle ! Great Jumbo ! What a shock—
Tenderly and carefully take "Grandfather's Old Clock"
Far up in the highest attic, 'neath the roof so blank and bare,
To its resting place *finale* : Oh, bear it there with care.

And down from yonder bracket, so pretty and so neat,
Our little "Ideal" timer that "Nannie" called "so sweet,"
Bear away to lonely attic to be gazed at nevermore—
For with the sweetest of decorum it won't strike twenty-four.

We wound up our little "Daisy" to give it fairer trial,
Heart fearing, failing, hoping eyes fixed upon the dial ;
Thirteen was the goal for next its hourly run,
But amidst the whirr and buzzing it only struck the one.

Can we part with these, our treasures—these tokens of "Lang Syne,"
With all their clustering memories, the prosy and the rhyme,
For later innovations can we open wide the door
To greet this incubation that they say strikes twenty-four ?

In the hurrying and the scurrying of this busy age and clime
Is this the second Babel ? or the effects of new made wine
That enters into craniums, crowding out the things of lore,
And anticipates sweet music in the clanging twenty-four ?

And when at eve the wicking in lamps are burning low,
Cosily seated with your "Lilly" and the time has come to go,

Ere her father's dreams are broken : should he wake and ope' the door
 Could we stop for introduction while it strikes the twenty-four ?

"Say, 'Nan,' shall we, too, submit and fall right into line
 With cranks that run the earth and sun and rule "Our Father Time ?"
 No ; we'll gently step aside, my lass, this new thing we'll ignore :
 We'll count our double twelve, my dear, to their new twenty-four.

Then hold thy hand imperate ! We'll wait a longer day,
 We'll keep our time going, no matter what they say,
 All cranks and innovaters must surely sing their lay,
 But we'll cling to this one maxim : "The old-fashioned way."

—*News Dealer.*

NOVEL READING.

One of the religious church weeklies has taken up the subject of novel reading among girls and women. It believes that as much harm is done by an excess of this kind of literature as by the sensational stories prepared for boys. If the latter unfit the future citizens for becoming the best class of protective rulers, the former not only gives the unreal ideas of practical, every-day life, but also causes a direct neglect of duties in many instances. In how many homes where the women take part in the household duties have they put off an unwelcome task to follow the trials of an imaginary hero or heroine. What is one of the most delightful and restful recreations has become, by excess, one of the growing vices of the day, and the confirmed novel reader's head becomes a confused mass of dramatic incidents of no possible value to herself or any one else. She tries to fit her surroundings to the ideas of imagination and finds ordinary people and incidents too commonplace and is apt to become dissatisfied, ending by longing for more stirring scenes than she finds in the peaceful home circle, while the boy who has become demoralized by sensational literature yields to his spirit of unrest and starts off to fight the Indians with his mother's carving knife and a toy pistol if he cannot find better equipment. The old Spaniard knew what he was writing about when he made poor Don Quixote crazy from reading "stories of adventures" before starting him off on his ridiculous journey. What must have been the case among the few of the privileged classes who could afford to buy books then, is now found among all classes where the number of novels read by some women are counted by the hundred, especially when they are the cheap editions so universally bought, borrowed, and exchanged. Who can estimate the number of uncomfortable and unhappy homes, the familiarity with immorality and the divorces that can be traced to the influence of novels filled with scenes to make vice and crime attractive and turn the criminal into a heroine or a martyr.—*Toronto Globe.*

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 212 East Water street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

RAILWAY SECRET SOCIETIES.

Notwithstanding the fact that for years much has been written and said of the objects of this class of societies, some yet are willingly, we believe, ignorant of their true mission. We are pleased to note that this class has been growing small and beautifully less as the years have grown apace, and we earnestly hope that in a short time they will disappear altogether. We have always been taught to believe mankind, as a rule, honest, and none would be quicker to resent the charge of dishonesty of purpose, than he who by act if not in words endeavors to make his fellow-men who compose these very societies appear dishonest in their purposes, and we must ask them if it isn't but a simple act of justice to their fellow-man to consider him honest until proven that he is the reverse? We have been pained many times to see the egotism displayed by some of these employes of our various railways, *who have but little authority*, use that little to make their associates appear dishonest in purpose before their superiors. Truly a man in this position is not to be envied. He not only said to those, his associate employes, "your purposes are dishonest," but placed himself between them and a protection they sought, not only for themselves in case of accident or disease, but for those loved ones, the beautiful home circle, which is dearer to every man than life itself. These conductors, engineers, firemen or brakemen had sought the protecting arms of their comrades for a mutual benefit, that while they labored for the loved ones, in one of the most dangerous callings that it is the lot of man to follow, they could feel safe in the assurance that, should death come those dear ones should not suffer. Let us look in for a moment on a happy fire-side scene, where papa and mamma with Willie, Maggie, Jennie and Tom, a pleasant happy family circle with the little home just paid for, all indulging in pleasant conversation or innocent games, while without the wind and hail beat against the window-pane—truly a wild night—but amid all this happiness, as we stand and look the clock strikes nine, and with it the head of the family rises to leave this happy scene, for he is the engineer of the Night Express soon due, and he must be

on hand thirty minutes before its departure. After a kiss from all and another look at the happy sight, the door closes and perhaps for the last time on that manly form, and as he goes his way to the station his thoughts are filled with pleasant recollections of the bright, happy scene he has just left, not one thought of the danger that will so soon surround him on every hand, but every thought is of his loved ones. Upon his arrival at the station, he meets his co-laborers, in the same hazardous business, (his fireman), who has just left a similar happy fire-side scene, and as the usual greetings are passed do they recur to the dangers of the trip? Not often, for their minds, yea, their whole beings are filled with that bright home-light which neither desire to escape. Reader, step up beside them, if you will, and note the ease and precision with which each performs his duty, and while standing there calculate your chances for escape should any accident happen to track or train. How many little things there are that would send you and those faithful men to death in an instant. How easy to displace rail or switch. The breakage of any of the many iron rods on this mighty monster and all is over! Reader do you feel like standing between those men and any protection that this world or their associates in it can afford them, with the bright family circle we find pictured above. Isn't the responsibility greater than any human being can afford to assume?

We have in the above simply drawn one true picture. It is but *one* of the thousand, yes tens of thousands of such scenes that may be laid in any of our villages or cities, where by the divisions of our roads the men who man our trains are allowed to live. How many night expresses, how many night freights, and all manned by honest, faithful men, and they are asking for protection. Shall they have it? If they do not we are sure it will not be their fault, and if not some one else is responsible, and for such responsibility the Great Ruler of the universe will judge them according to their acts.

Objection to railway secret societies would come with better grace from those in authority if they themselves, would assist in making provision for their employes in case of injury, or their families in case of death; but just those who make the most strenuous objections are the farthest from any solution of the problem, and it is literally a "*Dog in the Manger*" proceeding from first to last on their part. Some are willing to listen to explanations, but some condemn before knowing one word for or against that which they condemn. This stand makes the responsibility resting upon them doubly great, for they are simply wilfully ignorant, blindly using official prerogatives to prevent any employe doing that which his own conscience, his duty to his family, to society, and to his God prompts him to do as a protection, and a help in faithfully discharging his duty to the very men who condemn him.

ROCHESTER DIVISION NO. EIGHT.

By invitation of the brothers of the above Division we left home on Saturday, February 16th, for Rochester, to pay them an official visit, arriving at 4 p. m., and were soon quartered at the beautiful home of brother J. D. Shultz. On Sunday, February 17, at 2 p. m., we repaired to the hall, and after being called to order by brother George Brown, P. C. C., of No. 8, brother C. A. Millard, the able and efficient Chief Conductor of No. 9 was called to the chair, and the quota of officers was filled by the appointment of brother J. M. Abbott, of No. 9, A. C. C., C. A. Wood, of No. 9, S. C., and W. D. Hall, of No. 52, J. C., while brothers Phillips and Shultz occupied their usual official stations. They with brother O. Sackett, secretary and treasurer being the only regular officers of No. 8 present.

The Division was duly opened, and the preliminary work gone through with, after which five candidates were duly introduced, and the work of both degrees exemplified on them by the Division. The G. C. C. was then called upon and proceeded to exemplify the secret work and initiation in detail. Under good of the order many pleasant remarks were made by brothers Rosencrans, Hall and Romine, of No. 52, brothers Millard, Wood, Richards and C. Abbott, of No. 9, brother Lewis, No. 54, brothers Sackett, Fay and Wadsworth, of No. 8, brother Conklin, of No. 43, who by the way is one of the charter members of No. 9, and one of the pioneers in the order in this section, and brother J. M. Curry, of Montezuma Division No. 70, of Los Vegas, New Mexico.

Just as the Division was closed brother Shultz, of No. 8, extended an invitation to all to repair to the Waverly House, James Day proprietor, stating that a banquet had been prepared there for the entertainment of the brothers.

At 7:30 p. m. the doors were opened, and as the brothers filed in one of the finest displays it has ever been our fortune to see, greeted the eye. Truly our host (who by the way has a record of 15 years as an engineer and 10 years as a passenger conductor) had outdone himself, and all did ample justice to the bountiful repast. The only fault we could find with it, as suggested by brother Lewis, "there was no *'potato salad'*"

At the close remarks were made by brothers Millard, J. M. Abbott, Hall, Faulkner, Shultz, and a vote of thanks tendered minè host Day and his estimable lady, with the young lady assistants, for their care and attention. There were present on this occasion brothers Rosencrans, Romine, Hall, Gerst, Faulkner, Shultz, Tuttle and Ferguson, of No. 52, brother E. H. Lewis, of No.

54, J. M. Curry, No. 70, Los Vegas, N. M., E. P. Conklin, No. 43, brothers Millard, J. M. Abbott, Wood, Rositer, C. Abbott, DeLaney, Richards, Stickles, and Wheaton, of No. 9, and brothers J. D. Shultz, Sackett, Browne, Chadwick, Phillips, Steims, Cafrey, Pratt, Scwindler, McMahon, Tighe, Wadsworth and others, whose names escaped us. Most of the visiting brothers remained over until 5 p. m. Monday, and were right royally entertained by the brothers of No. 8. The visit to the Art Gallery will never be forgotten by any who were so fortunate as to be present. It was simply grand. At 5 p. m. all departed homeward, feeling well paid for their visit, and heartily thank the brothers of No. 8 for their extreme kindness

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WILD FLOWERS.

Nowadays we know very little of wild flowers. If we talk to our friends about them, they annoy us by telling of some green-house they have lately visited, where they found the loveliest callas, camelias and carnations, and if you begin to speak of the little wild-wood flowers, they become vexed, quickly change the subject, and the conversation drifts back again to the usual theme of dress and fashion.

How pretty the brier-rose is when we come upon it in its sun-kissed home ; its pearly pink buds, sparkling with dew and nodding in the morning breeze. But we never look upon it without thinking of the story we read long ago, of a poor old man who had cleared a piece of woodland for a garden ; but before his weak and trembling arm could sow the seed, "the night wherein no man worketh" came, he left it unfinished and sank peacefully to rest. But before the weeds had had time to grow a sweet brier-rose sent out its tiny shoots, and ere long the little garden was covered with the sweet pale pink flowers ; they were the monument nature had raised to the memory of the departed.

The little bluebells growing upon the naked rocks, look down upon us, and sway to and fro when the wind reaches them, but the music of the tiny bells is heard only by fairies.

We love the pert little daisies that, through all the long green meadows, look so saucily up in our faces, as they nod pleasantly and good naturedly to the bright golden buttercups.

The first to greet us in our woodland rambles, is the brave little violet, and its more fragile companion the anemone ; we are rejoiced to see how ten-

der, yet how strong they are, for almost before the snow has loosened his firm and icy hold upon them, they burst forth, sweet harbingers of spring.

More than all, we love the dear "Spring Beauties," which lie hidden among the brown leaves, and look shyly up at us, filling the air with their subtle fragrance.

But the brightest and dearest of all dear wildwood flowers, are little children ; how we love to see them in life's flowery meadows, unfolding every day some greater beauty. The pink upon their cheeks is more beautiful than any rose's flush ; their ringing laughter sweeter than any blue-bell chiming. But alas ! where do we find such children in these days ? They are forced by the hot-house of fashionable life into merely perfect pinks of propriety. They can tell you where to get artificial flowers, but they know nothing of the shady dells where we find our bright-eyed favorites.

We love our green-house beauties, but they tire us with their weight of fragrance, and we turn from them to the sweet and delicate wild flowers.



MILLARD DIVISION No. 104.

On Saturday, February 2, in company with brothers Hurty and Millard, of No. 9, we started for Jersey City, for the purpose of organizing a Division of our order there. We were joined by brother M. Ryan, chairman of executive committee and brothers E. H. Lewis of No. 54, brothers Hall and Palmer, of No. 52, and Saxe of No. 9, and proceeded at once to the place of meeting, but owing to some hitch in the arrangements we found no one in waiting. After a pleasant visit and a good dinner we returned to the Erie depot, where we found in waiting brother Murphy, of No. 37, who had been sent on from Middletown to advise us that the party were there and ready for us. We at once took train, and at 9 p. m. were in Middletown, where we were met by brothers Hornbeck and Mapes, of No. 52, and others, and at 10 p. m. we proceeded to organize the Division, and at 4 o'clock a. m. we completed our labors, having organized Millard Division, No. 104, with 26 charter members. By reference to our Division Department you will find the address of the officers. We desire to thank all brothers who so kindly assisted us in our work.



When a woman wants to repair damages, she generally uses a pin ; but when a man wants to repair damages he spends two hours and a half trying to thread a needle.

SUMMARY OF REPORT OF COMMITTEE

ON UNIFORM TRAIN SIGNALS OF THE GENERAL TIME CONVENTION.

HAND AND LAMP SIGNALS RECOMMENDED



GO AHEAD.

Go Ahead.—A motion up and down.

An examination of the statistics appended will show that thirteen roads out of twenty-five, representing 49 per cent. of the total mileage considered, or twenty-five per cent. of the total train mileage of the United States use this signal, and your committee recommend it for adoption.



STOP.

Stop.—A motion cross-wise with the track.

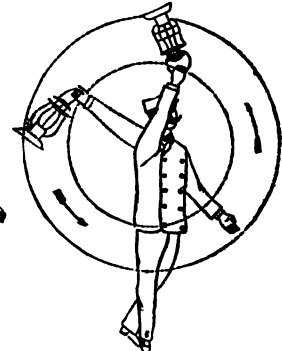
Nineteen of the roads, representing 80 per cent. of the train mileage considered, and 40 per cent. of the train mileage of the United States, use this signal, and your committee recommend it for adoption.



BACK UP.

Back up.—A motion in a vertical circle.

Fourteen of the roads, representing 49 per cent. of the train mileage considered, and nearly 25 per cent. of the total train mileage of the United States, use this signal, and your committee recommend it for adoption.



TRAIN PARTED

Train Parted.—A motion in a vertical circle at arms length across the track, given continuously until answered by the engineer.

This signal is practically in use on fourteen roads, representing 68 per cent. of the train mileage considered, and 34 per cent. of the total train mileage of the United States, although on many of them the words "continuously until answered by the engineer" is not included in the rules.

BELL-CORD SIGNALS RECOMMENDED.

- One (1), (when train is standing) start.
Two (2), (when train is running) stop.
Two (2), (when train is standing) call in flagman.
Three (3), (when train is running) stop at next station.
Three (3), (when train is standing) back.
Four (4), (when train is running) reduce speed.

WHISTLE SIGNALS RECOMMENDED.

Signal.	Use.
—	Signal for approaching stations, railroad crossings and junctions.
o	Apply brakes; stop.
oo	Off brakes; start.
(S)ooo	Answer to any signals, except train parted.
(R)ooo	Train parted.
oooo	Back up.
oooo	Calling attention to signals carried in flagman.
oooo	Engineer's call for signals from switchmen, watchmen and trainmen.
oooo	Road crossing.
oooo	Send flagman out.
Succession of o	Stock alarm.

STATIONARY AND FIXED SIGNALS.

All signals of color, shape or position not held in the hand, but placed by the side of the track, or fixed on a moving train, are included under this heading.

The principle use of such signals is to indicate either *danger*, *stop*—red; *caution*, *proceed with care*—green; *safety*, *track clear*—white, or if scheduled to do so, *stop for traffic*—white and green.

The effort of the committee has been directed to make red a signal of *danger* only, and to be used for no other purpose than to bring trains to a full stop.

The fixed signals on trains have other meanings which will be considered hereafter.

Each of the first four mentioned should be indicated by a signal of shape or color entirely distinct from all others, and as colors are not readily distinguishable at a distance, they should always, when practicable, be reinforced by shape or position. As to shapes, a man standing by the track desiring to stop a train, would naturally extend his arm across the track. The outlines would then be a perpendicular object with a horizontal arm protruding at right angles near its top. If he desired to give a signal he would drop his hands, and his outlines would be perpendicular. The signals of *danger* and *safety* should conform to these outlines as nearly as possible, combined with red and white at night.

The sign that would naturally suggest itself, as one of caution, would be a compromise between danger and safety, or a perpendicular object with an arm extending out and down at an angle of about forty-five degrees, combined with green at night.

In conformity with the fourth principle mentioned in the first part of this article, all signals should be placed on the engineers side of the track as he approaches them, unless the land contours make them more easily seen by the engineer if placed on the other side.

Switch targets should be placed on the engineer's side as he runs toward the point of the switch, as there is more danger when running in that direction than through the switch.

In case separate signals for trains in each direction are placed on the same standard, the arm on the right side as the signal is approached, should ordinarily govern the movement.

Signals for trains in one direction only should ordinarily project from the right hand side of the upright, as you stand facing it in the direction of the traffic.

Danger signals for rear protection should be displayed in an elevated position to the rear only, and never shown when the train is not on the main track.

The fixed signals on trains are used to indicate A train following with the same rights as the train carrying the signals.

A train following, which is irregular or extra.

A train carrying the signals, itself irregular.

The rear of the train, and for rear protection.

RECOMMENDATIONS.

We would recommend a green signal carried on the front of an engine to indicate a train following with the same rights as the train carrying the signals.

A combined green and white signal carried on the front of an engine to indicate a train following which is irregular.

A white signal carried on the front of an engine to indicate that the train carrying the signal is itself irregular.

The rear of every train, passenger or freight, should be plainly marked to enable those interested to know that all the train has passed. We recommend that green markers be used for this purpose, and that they should be combined with the signals, so that one lamp can serve both purposes.

TORPEDO SIGNALS RECOMMENDED.

One (1) danger, stop.

Two (2) caution, run carefully.

The signal for danger should consist of fewer detonations than the one for caution, so that if one cap fails in a caution battery the signal becomes one of danger.

CONCERNING THE USE OF SIGNALS.

We recommend that the danger signal be used to indicate train orders.

Trains on sidings, to clear, should remove their signals of danger and display those of caution, otherwise signals passing on the main track will be stopped.

The rear of the train is the part, when the train is proceeding in its authorized direction, will pass over a given point last, and markers should be displayed on that part, and no train should be reported or considered by, until the markers are seen.

Respectfully submitted,

JAMES MCCREA, *Chairman.*

(*Manager P. C. & St. L. Ry., C. St. L. & P., and J. M. & I. R. Rs.*)

A. A. TALMAGE,

(*Gen. Manager Transportation Mo. Pacific Ry. and Leased Lines.*)

GEO. W. PARKER,

(*Vice-President and Gen. Manager St. L. A. & T. H. R. R.*)

E. B. THOMAS,

(*Gen. Manager C. C. C. & I. Ry., and I. & St. L. Ry.*)

By ROBT. BLEE.

♦♦♦ SUBSCRIPTIONS.

We have on hand yet one hundred of each January and February numbers of the Monthly. When they are exhausted we will be obliged to have all subscriptions commence with July number. We will print a supply of those.

We earnestly request the brothers to get their lists complete so we can run enough of the July issue to meet the demand of all. We wanted to supply all with January numbers, and printed 5,000 to use as samples, and for such supply it was all we dare print on a subscription list of 1,000, but we have supplied 3,500 to actual subscribers, 500 to non-receiving subscribers as duplicates. That with our complimentary and exchange list, 100, has left us about 500 to 700 to use for advertising and sample copies, and they have doubly paid for themselves in advertising our Monthly. We now have 3,500 paid subscribers. Can't we make it 4,000 by July 1st. Try it brothers. If every Division will get five we will have more than that in less than a month, and those who get in first will get the January numbers. Any of the brothers who have extra January numbers will please use them, and note on lists those that are supplied. We desire to have all subscribers commence with January that we can.

FRATERNAL DEPARTMENT.

NEW ORLEANS, La., Jan. 26, 1884.

DEAR BROTHER WHEATON—

Upon arriving at Meridian brother H. P. Mathews of No. 7, informed me that New Orleans was ready and anxious to organize at once, and wishing to take advantage of their wishes, brother Mathews wired them that we would accommodate them at once. So, as soon as we had completed our work at Meridian, our party of seven, viz: Bro's Mathews, A. N. Smith, B. S. Smoot, Hy. Cellyham, Dave Bridenstine, Dave Bowers, Mrs. A. N. Smith and your humble servant left Meridian at 9:30 p. m. for New Orleans, arriving at the Crescent City about 10 a. m., when at 11:30 a. m., we repaired to K. P. hall and organized Crescent City Division, No. 106, with the following charter members present: P. H. Potter, C. L. Humphrey, J. R. Sparks, C. M. Salmon, T. B. Ellison, S. C. Weaver, J. C. Carlin, L. B. McGuire, J. E. Holden and J. T. Grout. After the work had been duly exemplified, the following brothers were appointed tellers, Bro. Hy Cellyham of No. 66 and bros. J. R. Parks and C. L. Humphrey of No. 106, the following were elected officers:

C. C., C. L. Humphrey.
 A. C. C., J. R. Sparks.
 S. and T., J. E. Holden.
 S. C., J. C. Carlin.
 J. C., P. H. Potter.
 I. S., T. B. Ellison.
 O. S., C. M. Salmon.

After installing the officers the regular work of the new Division was proceeded with. The Division was named Crescent City Division, No. 106, and will meet the first and third Sundays of each month at 2 p. m. If the members of the new Division keep up the spirit evinced at their first meeting you need not fear for Division No. 106, as they all took hold of the work with commendable zeal. Bro. Humphry is Chief Yard Master of the L. and N. Ry. at New Orleans, and is well thought of by the men on that line. I am sorry we could not have had time to exemplified the work on more than one, but our time would not permit as we had to leave for Montgomery at 6 p. m., but we left all in good trim and spirits, and sanguine of success in the work of the order in New Orleans.

I am still your brother in P. F.

L. R. CARVER.

KEOKUK, Feb 5, 1884.

DEAR WHEATON—

QUEEN CITY DIVISION was successfully organized, Feb. 3rd. 1884, The

Special Session of the Grand Division was held in Parlor No. 12, of the Burnet House, in Cincinnati, Ohio, and was called to order at 12 o'clock M. by L. R. Carver who stated the object of the meeting, when the following were appointed to fill the chairs:

- D. G. C. C., Bro. E. H. Belknap, of Galesburg Div. No. 88.
- D. A. G. C. C., Bro. Wm. Lefter, of Indianapolis Div. No. 108.
- D. A. S. and F., Bro. L. R. Carver, of Des Moines Div. No. 38.
- D. G. S. C., Bro. C. W. Shoff, Palestine Div. No. 77.
- D. G. J. C., Bro. F. E. Matlock, of Queen City Div. No. 107.
- D. G. I. S. Bro. W. T. Bostock, of Union Div. No. 13.
- D. G. O. S. Bro. J. H. Newton, of Key Stone Div. No. 32.

The following petitioners for Charter being present were obligated and instructed in both degrees, the work being regularly performed on one Candidate. Frank E. Matlock, M. F. McCarty, L. D. Rich, Wm. M. Turnay, J. C. Edmondson, J. H. Rumbaugh, Jerry Mahoney, Jno. Gunnip, W. W. Word, B. I. Turner Henry Pitson, D. A. Rardin, P. McGinty, and J. P. Davis, after which an election of Officers was held with the following brothers as Tellers, Bro. F. E. Matlock, J. Mahoney, and W. W. Ward, The following were elected as officers.

- C. C., Frank E. Matlock, Ludlow Ky.
- A. C. C., Jerry Mahoney.
- S. and T., J. H. Rumbaugh 33 Jackson Street Cincinnati, Ohio.
- S. and C., W. W. Ward.
- J. and C., M. M. McCarty.
- I. S., W. M. Tuney.
- O. S., L. D. Rich.

Correspondent to Railway Conductors Monthly, J. H. Rumbaugh.

The name of the Division is Queen City, I gave it number 107 but it may be changed. There are thirty-two names on the petition and a number of others were anxious to place their names on the roll but had no opportunity. I am sure we will have a fine Division in Cincinnati, the time of meeting to be named hereafter. All of which is respectfully submitted by yours in P. F.

L. R. CARVER.

MONTGOMERY, Ala., Jan. 28, 1884.

DEAR WHEATON—

A Special Session of the Grand Division was held in Pythian Hall in Montgomery, Ala., for the purpose of organizing a Division of the Order of Railway Conductors, with the following Deputy Grand Officers:

- D. G. C. C., L. R. Carver, of Des Moines Div. No. 38.
- D. A. G. C. C., H. P. Mathews, of Houston Div. No. 7.
- D. G. S. and T., Hy Cellyham, of Griffin Div. No. 66.
- D. G. Sr. C., D. Bowers, of Des Moines Div. No. 38.

D. G., Jr. C., D. Bridenstine, of Des Moines, Div. No. 38.

D. G. I. S., J. R. Sparks, of Crescent City Div. No. 106.

D. G. O. S., B. S. Smoot, of Ogilvie Div. No. 105.

The following charter members were present and were duly obligated and instructed, and five of the members being regularly initiated, promoted and instructed in regular ceremony: Bros. J. G. F. McElroy, J. D. Stover, W. R. Vaughn, G. W. Washburn, A. C. Jones, L. W. McCants, J. H. Carpenter, G. W. Ely, Matt. W. Hunt, J. Wadsworth, C. W. Trigg, T. H. Hobart, W. J. Caldwell, J. D. Whatley, Geo. Milam, Chas. Herring, W. H. Traverse, J. J. Chambers, H. A. Johnson, E. B. McCurdy, Ed. Walters and T. J. Bently, after which an election of officers was held, and the following officers were elected:

C. C., A. Campbell Jones, care Western R'y Montgomery, Ala.

A. C. C., Matt. W. Hunt.

S. and S., L. W. McCants, 132 N. Jackson street, Montgomery, Ala.

S. C., G. W. Ely.

J. C., G. W. Washburn.

I. S., G. W. Wadsworth.

O. S., J. G. F. McElroy.

Correspondent to Railway Conductors' Monthly, G. W. Ely.

After the installation a recess was taken for supper, which had been prepared at Young's Restaurant, and it was elegantly served. A number of toasts were proposed and responded to by the different brothers present, after which we again repaired to the hall and worked until one o'clock a. m., January 28th. Brothers Mathews and Cellyham going to New Orleans and brother Dave Bridenstine returning home, and I can say, without exaggeration or flattery, that this was one of the best meetings it has been my pleasure to participate in. Now it is not to be understood that *all* have not been of great pleasure to me.

The meetings will be held on first and third Sundays of each month, at 2 p. m. The name of this Division is Montgomery Division No. 98.

All of which is most respectfully presented for your consideration by yours in P. F.

L. R. CARVER.

Jan. 25, 1884.

DEAR BROTHER WHEATON—

In company with brothers Hy. Cellyham, of Div. No. 66, and David Bridenstine and Bowers, of No. 38, we left Keokuk at 10 p. m., Jan. 22, for Meridan, Miss., intending to go via Louisville, Ky., and Nashville, Tenn., and Decatur and Birmingham, Ala., but on looking the ground over we concluded to change the route to via Cincinnati and Chattanooga, thinking thereby to work up something; on the way we received very flattering reports from Cincinnati. We left Cincinnati on Wednesday, Jan. 23, arriving in Chattanooga Thursday,

Jan. 24. and spent the day in that historic place, taking in Old Fort Wood and Lookout Mountain, and leaving for Meridan at 9:30 p. m. The weather from St. Louis to Chattanooga was very disagreeable, snowing most of the way, and quite cool; but of course it did not effect us as it did the natives, we being inured to such climatic changes. Well we arrived at Meridan at 10 A. M., Jan. 25, and found all in readiness to organize, when at 2 p. m. the special session of the Grand Division was opened in K. P. Hall with the following brothers appointed as Deputy Grand officers :

- D. G. C. C., L. R. Carver, of Division No. 38.
- D. G. A. C. C., H. P. Mathews, of Division No. 7.
- D. G. S. and T., H. Cellyham, of Division No. 66.
- D. G. S. C., D. Bowers, of Division No. 38.
- D. G. J. C., D. Bridenstine, of Division No. 38.
- D. G. I. S., J. H. Logan, of Division No. 75.
- D. G. O. S., F. J. Campbell, of Division No. 51.
- Assisted by brother A. N. Smith, of Division No. 51.

The following charter members being present : Frank J. Hull, D. A. Kelley, D. E. McDaniel, E. Mack Lawrence, C. A. Howard, M. Pyne, B. S. Smoot, K. A. McElroy, J. B. Ramsey, Charles Howard and Wm. Ball were regularly obligated and instructed in the work of the order.

The following officers were elected with the following as tellers : Brother Hy. Cellyham, Frank J. Hull and E. Mack Lawrence.

- C. C., E. Mack Lawrence, Meridan, Miss.
- A. C. C., Frank J. Hull.
- S. & T., R. E. Harris, Meridan, Miss.
- Sr. C., C. A. Howard.
- Jr. C., K. A. McElroy.
- I. S., M. Pyne.
- O. S., J. B. Ramsey.

Correspondent to Railway Conductors' Monthly, Robert E. Harris.

Time of meetings to be determined hereafter. The name of the Division is Ogilvie No. 105, in honor of brother James Ogilvie. It is my opinion that a worthier selection could not have been made.

The following are the charter members present : Frank J. Hull, D. A. Kelley, D. E. McDaniel, E. Mack Lawrence, C. A. Howard, M. Pyne, B. S. Smoot, J. B. Ramsey, W. Ball and K. A. McElroy.

The time of meetings is left to the officers to determine. In all we had a good meeting, and since the organization brother Hull tells me they have had a number of petitions for membership.]

I am yours in P. F.

L. R. CARVER.

WILLIAMS, A. T., February 7, 1884.

EDITOR MONTHLY :

Business on Arizona Division is very dull, and many changes are taking place. Conductor C. H. Richardson has just been promoted from Emigrant to a Passenger run, and is a very deserved promotion.

W. A. Osgood, an old reliable Passenger Conductor, has been appointed Train Master, Arizona Division, (from Winslow to The Needles), in charge of trains, train men, and the movement of cars.

To say that this appointment gives general satisfaction, expresses it very mildly. Mr. Osgood was formerly Train Master here, and is well acquainted with the men and the work in hand, and will undoubtedly make a good official, both for the company and the employees.

Mr. D. Hardy, Division Superintendent and Superintendent Telegraph, has resigned, to accept a position elsewhere. We regret his departure. Mr. Hardy is a friend to the "O. R. C." and we wish him every success in his new undertaking.

Mr. George F. Chalender is appointed Superintendent Arizona Division, in addition to his other duties, and Mr. T. M. Daly, chief dispatcher and superintendent telegraph.

The dispatcher's office at Williams is abandoned—the dispatchers from Albuquerque have been moved to Winslow, and now control the whole line. They are, J. O. Dodge, Ed. McCammon and Thomas Mahoney.

Thomas Topley and H. L. Keagy are still on passenger and emigrant. Third division, we have George C. Rainey, C. R. Perry and James Walsh. Fourth division, L. W. Roberts and T. B. Harris. Fifth division, E. Rush, F. D. Chamberlain and J. L. Nelson.

Through all the changes on the A. & P. we are glad to see Mr. C. S. Henning, resident engineer and William Crowley and O. T. Hall, road masters, still retain their positions.

Mr. T. H. Hayden, formerly private secretary to Superintendent Hardy, is visiting in Albuquerque, and we hope he will continue with the company. Mr. Hayden is universally liked by the train men.

AZTECAN.

MILWAUKEE, Wis., February 12, 1884.

TO THE RAILWAY CONDUCTORS' MONTHLY :

On February 9th, having received a dispensation from our Grand Chief Conductor as special deputy, in company with brother W. J. Durbin, Chief Conductor Division No. 46, we started for Grand Rapids, Michigan, for the purpose of organizing a Division of the Order of Railway Conductors at that place.

We were met at the depot by brothers B. A. Oatley, O. F. Anderson, P. C. C. of No. 48, brother A. S. Parker, C. C. No. 6, brother O. F. Milliken, S. C. of No. 19, brother C. F. Rexinger, J. C. of No. 1, and brother John F. Ryan, C. C. No. 48.

After an exchange of greeting and a good night's rest at the Morton House, we repaired to the Hall of Oatley Division No. 102. After the work being duly exemplified the following members were duly elected and installed officers:

C. C., George Higgins.
 A. C. C., James Stroup.
 S. & T., C. M. Litts.
 S. C., George Malone.
 J. C., A. Connolly.
 I. S., F. Valkert.
 O. S., R. Northrop.

With the following conductors as charter members: George Higgins, James Stroup, C. M. Litts, George Malone, A. Connolly, F. Valkert, R. Northrop, H. S. Piper, H. Spink, E. Hamilton, H. A. Furgarson, A. Turtlott, Thomas Martin, R. Flanders, A. R. McKinnon, E. J. Shaunessy, George Jones and C. Lawson. This Division, I think, will make one of the best in the Order, and brother B. A. Oatley deserves a great deal of credit in his work in selection for charter members, as they all took a lively interest in the work of the Order, and at this time we wish to convey our thanks to brothers John F. Ryan, C. C. of Division No. 4, O. F. Anderson, P. C. C., A. S. Parker, C. C. of Division No. 6, W. J. Durbin, C. C. of Milwaukee Division No. 46, O. F. Milliken of No. 19, C. F. Rixenger of Chicago No. 1. Brother B. A. Oatley, and to all the officers and brothers of Division No. 48, that assisted us in the work, at this and all times, as they have put us under great obligations to them for their kindness and support. We will be pleased to meet with, and hope we will always receive good reports from Oatley Division No. 102.

Yours truly in P. F.,

JOHN N. ROBINSON, Spec'l Dep'y.

EDITOR CONDUCTORS' MONTHLY:

It being a well established fact that the average small boy can make as much noise at least as a larger man, and believing also that the maxim "despise not the day of small things" is as true now as ever, I am tempted to write a few notes of these roads, for your most valuable journal.

The "system," so called, extends through the McKean and Allegany oil fields, and also northward nearly to Buffalo, about 160 miles in all, and running thirty-eight trains daily. We have a good class of men, many being faces familiar on older lines. Commencing at Bradford, the center of the uni-

verse, or the oil country part at least, we find registered on the through passenger trains, A. G. Moulton, J. T. Wallis and E. E. Lacy, the mention of whose names brings many pleasing recollections. W. R. Bogart and Ed. Patridge run the way freights and do extra passenger work from here. Passing over the road we find at Kinzua Junction the ever genial F. S. Stuby, and if it be evening at Bolivar, the principal point in the Allegany field, we shall meet F. S. Gould, of the Wellsville & Bolivar local, E. Mulcahy from the Cuba branch and R. G. Mower on the Richburg run, who will greet us cordially and entertain us right royally if we choose to stop with them.

On the rounds at present are F. Rumsey, C. J. Fuhes, J. D. Warren, O. W. Warren and F. W. Townsend. The latter we are glad to say is able to be out again, though not fully recovered from the injuries received on the burning train. Of the Northern Division I will speak later.

In conclusion, we all welcome the "Monthly" most heartily, and if the first numbers foreshadow what is to come, can but prophesy a bright future for it.

A. R.

EDITOR MONTHLY—

A great many people outside of those immediately connected with our railroads imagine that the necessary qualifications of a surface railway conductor are embodied in his ability to gracefully signal the engineer to "pull out," collect his tickets and passes, then retire to the mysterious seclusions of the baggage car, to smoke fragrant Havanas, to while away the time, with a mind as free from care as a school boy. On the contrary, those who know will bear me out in the assertion that petty annoyances are encountered from the time the conductor starts with his train until he leaves it, at the end of his run, tired both physically and mentally. It is an undisputed fact that the American railway conductor comes in contact with a greater variety of the human family, in the discharge of his duty, than the members of any other profession, and soon, necessarily, becomes an excellent judge of human nature. If, in a short time, he is unable to distinguish between the stereotyped plea of a professional beat and the worthy one of some poor unfortunate for a ride, he is indeed a "chump," and should forsake the business; nor that he heeds either—for to fulfill his duties strictly, one goes as far as the other, no matter what the circumstances may be, he is expected and required to unceremoniously "bounce" all, unless a ticket or its equivalent is forthcoming. The class who throw themselves on the mercy of the conductor embrace all, from the minister of the gospel to the "fly crook," and as varied are the means to secure a free ride. The *genius*

tramp may be found in every conceivable place, from the front end of the engine to the rear steps of the sleeper, on the break beams, or snugly coiled around the stove-pipe, or top of a coach. And again, the one with the "colossal cheek" will stare boldly at you from the best seat in the train as serenely as if he had paid *double* first-class fare, and will become highly indignant to think you do not believe him when he informs you that his ticket "just blew out of the window," boisterously threatening to engage the road in a disastrous suit for damages, as he is being gently (?) assisted out of the car, and left to ponder on the preceptive faculties of the conductor. He always has the sympathy of the passengers, who would refuse him a ten cent piece, were they appealed to, but who expect the conductors to risk his situation to assist some worthless "bum," whom he has never seen before, or will never see again.

It is a matter of surprise to any one who will take the time to consider, that the railway conductors, as a class, are uniformly courteous and accommodating beyond what is required of them by their employers, answering the same foolish question time and time again, giving the time of day so often that the sight of a watch grows monotonous, waiting patiently while the woman—who has been watching you ten minutes coming toward her, collecting tickets from every one of the passengers—suddenly conceives the idea that perhaps you may want to see her ticket—and she just showed it to the last conductor not ten hours ago—makes a feverish search in the bottom of her lunch basket, through innumerable band-boxes and mysterious bundles of wearing apparel, and finally triumphantly produces the personal check of your predecessor, who was not foolish enough to attempt the recovery of it before he left the train. If you are a fluent talker you may be able to make her understand that it is worthless, and the ticket is what you desire, which she will instantly produce from her portmonie, with a smile that contrasts somewhat from the exasperated expression on the face of the conductor. Then we have the drummers, who pay less and get more than any traveler on the face of the earth,—he kicks about his trunks, the temperature of the car, the speed of the train and the number of coupons you are taking from his mileage book, he is not satisfied with less than four seats, unless there happens to be a pretty girl on the train when it is surprising to see what a small space he can confine himself to. Conversant with your duties, he disputes with you about the connections, the accuracy of your watch, and finally inflicts on the conductor a villianous cigar, in accepting which he places himself under lasting obligations to the drummer, especially if he has a "curved nose," and a majority of them have. Another source of grief to the conductors on our western roads is the gay and festive

cow-boy, with half a tank of bug-juice aboard, a couple of full grown revolvers attached to him, he always insists upon jamming his spurs in the velvet cushions and spitting on the stove. If an attempt is made to abridge these privileges trouble commences, and it is proper to retire and leave him master of the situation.

It is expected he will joke with the men, flirt with the ladies, play with the babies and condole with the afflicted all in a ten minutes trip through his train, or he is a cross old bear, and too big for his position. One minute associating with the finest society in the Pullman car, the next dragging some drunken bully down the aisle, by the collar, in order to leave him at his destination. Going from the richly upholstered interior of a Palace car to help the engineer pack a hot journal, with oily waist and aged tallow, under the tender.

If there is a dangerous place on the road the conductor generally knows just where it is, and while his passengers are enjoying themselves blissfully ignorant of danger, he is experiencing the terrors of a wreck in his mind, nearly as bad as the reality. After years of faithful service, during which he has used every exertion to promote the interests of his road, and by his courteous manners has contributed not a little to the reputation of the route, he is presented with a letter, "with a man in it," or, in other words, he is informed that "his services are no longer required"—the victim of the "venemous spotter,"—his reputation shattered he shakes hands with his friends along the road for the last time, kisses his children and wife good bye and goes out in search of a situation among strangers, perhaps broken in health and spirits.

Taking everything into consideration, there are more pleasant avocations than that of a railroad conductor, for nearly all of them have something more to do than play.

North Platte, Nebraska, Feb 12.

"ALL ABOARD."

EDITOR MONTHLY :

On Sunday evening, February 3, 1884, there appeared on the horizon of "Perpetual Friendship" a new star. It appeared in the constellation of "Order of Railway Conductors," and was discovered by brother Wm. P. Daniels, G. S., and by him given a number in the usual order.

Its brilliancy was at once manifested, and from its present appearance will at no distant day make its light reach from coast to coast, far and wide, flashing forth the grand principles it represents.

The material of Rock Island Division, No. 106, is made up of those whole-souled men who are ready to support the laws of the Grand Division,—ready any time, by word or act, to aid in perpetuating the love that should exist be-

tween us as one family. Can we fail? Never! The "Order of Railway Conductors" is set upon a foundation of such solidity that time alone can only serve to harden the more, and to make it lasting forever. Our officers are:

C. C., Ira Yantis.
 A. C. C., W. W. Newhall,
 S. & T., D. C. Seaver.
 S. C., S. Craig.
 J. C., G. W. Ball.
 I. S., C. Parrott.
 G. S., A. D. Finch.

Good men, well worthy the trust reposed in them. Able to lead, capable of teaching, earnest workers in a cause when satisfied of its great importance.

Rock Island Division No. 106 sends greeting to its brothers in Perpetual Friendship. Fraternally yours,

J. P. BLEDSOE.

Rock Island, Ill., February 11, 1884.

EDITOR MONTHLY—

The following good story is told on two of the reliable conductors on the "*Iowa Route*," and worthy members of No. 58:

A short time ago a Can Can troupe arrived in Cedar Rapids. How to get to the show and keep all serene at home was the question, and after some discussion the following plan was devised: Cope invites himself and wife over to spend the evening with Harry and wife. After getting the ladies engaged the boys proposed going up town, just for a cigar you know, and are excused, and laugh in their sleeve as they go at the neat manner in which they succeeded; but the ladies had a suspicion of their true intent, and proceeded to fix up a little surprise party for the boys on their return. Unearthing a suit of Harry's clothes one of the ladies dons them, slipping a toy pistol into the overcoat pocket, with slouched hat, big moustache, giving her a Brigandish look, they lay in wait for the return of their gay and festive husbands, who went their way homeward filled with the visions of female loveliness, flashing tinsel and the many stage fancies they had seen displayed. They are met at the gate by our well made up Brigands. Cope says, in a severe tone that shows no fear, "What are you doing here?" The only answer was the flash of the toy pistol full in Harry's face. With one look at its cold muzzle and a despairing cry he flies, and as he disappears around the corner the "Don't shoot" several times repeated come faintly back. Cope in the meantime is making frantic efforts to gain an entrance to the house through a storm door which opens outward while life seems entirely too short to take time to open it. This was too much. Peal after peal of laughter greeted both, and we think both the

boys have learned a lesson, and the ladies are just a little ahead on the job. All that is required, if any one desires to smoke now in this neighborhood, is to suggest Can Can and down comes the box. IAGO.

LIEUTENANT RHODES' REVENUE CUTTER DEXTER.

He is only a young Lieutenant, and his scant and meager pay,
Just sufficient to buy the clothes he wears, keep want and hunger away.
He had scarcely bid adieu to youth, yet were I from his native town,
I would search the hills all over gathering flowers to weave a crown.

Were it only ferns and twigs of spruce the offering would be the same,
Some fair hands would arrange them in letters that told his name.
Every school boy as he passed should raise his cap and say,
Here's a token of honor, Lieutenant Rhodes, the hero of the day.

I would call the sailors from every town, their wives and children too,
And recount to them the noble deeds one strong, brave man can do.
I would paint the picture of heroism of one who knew no fear,
Of a mother looking for her dead through the light of a frozen tear.

Where the breakers sigh in mournful tones the last, last hope has fled,
The forms went down to the depths below, which never gives up its dead,
The ship and the master, master and ship, each one to the other true,
I would show you the frozen corpses of the vessel's gallant crew.

The last sad cry of anguish, growing faint with each thrilling breath,
Only one hope for the future, yea nothing twixt them and death.
Each thought of the wife and children, or some lassie on the shore,
Of the gate now swinging wide open, and a kiss as you closed the door.

All those who rode in the fated ship, seeking health from the balmy breeze
As it gathers its perfume 'mid orange groves, and sweet magnolia trees,
Found a quick relief from the ills of life. If no crape hangs on the door,
There is sorrow in any a home to-day, along New England's shore.

I would hoist the bunting, the stripes and stars, the bugle drum and fife,
Should echo over the ice bound hills, telling the worth of a life.
Of one who not afraid of death, not even a watery grave.
Brought forth one fear, nay not a tear, while there was a life to save.

In return for this many years from now, in history, I might read
A volume filled with the story of many a noble deed.

Of this young, brave lieutenant. And the children love to tell
How being brave consisted in doing each duty well.

For amid the sorrow and the pain, the drowning and the dead,
The faintest ray of hope when everything else had fled
From all that died that day, comes a prayer with the sweetest charm,
Our Father in Heaven always protect that sailor with the broken arm.

So in every town and hamlet, on the hillside or on the plain,
Never forget to honor this hero boys, always love to honor his name.
I have no doubt God answers prayer, but when the ship's going down,
One Lieutenant Rhodes exceeds the prayers of all the cowards in town.

E. H. B.

CEDAR RAPIDS, February 15, 1884.

EDITOR CONDUCTORS' RAILWAY MONTHLY—

Dear Brother: Division 58 is in good condition with brother John C. Fox as C. C., and brother Soule as Secretary. We have fifty members in good standing and four applications for membership. We have had but three deaths—brothers Lucas, Reed and Wolcott since organized, April 28th, 1878. Most of the brothers are still on the B. C. R. & N., a few on other roads. Brothers Cook and Dowda on C. R. I. & P., Allen on U. P., Barnard on M. & M. Brother Scullen keeping hotel at St. Cloud, Minn., all retain membership. Brother Hardenburg has withdrawn to join Peoria Division. The C. & N. W. and C. M. & St. P. both run through here, but is not terminal station for either, so we have to get all the material from our road, of which we have a good class, and as good a set of officers as can be found anywhere. We have had less accidents this winter than for a number of years, which I think is a good showing for the amount of business being done. We have not as much snow this winter as usual, but very cold weather. Brother Fosdick took advantage of it and went to Southern California. We expect him back in March. Brother Rockhold and wife started for Florida, the 4th inst., brother Kelley and wife have gone to New Orleans, on a visit for a few weeks.

The Monthly is well liked along our road. A lady said to me on the train, she supposed railroad men were a low set until she read the Conductors' Railway Monthly, but it had changed her opinion. I said, you have not traveled very much or you would have had a better opinion.

Now a little talk about insurance. We ought to be more interested in it than we are; it costs but little and does a great amount of good. It is not

like paying to an insurance company, but goes to a brother's widow, children, or perhaps, an aged mother, to gladden their hearts and help them along in this cold world.

Those of us in good health are apt to go along and never give it a thought ; but we must all go sooner or later,—may be in an accident, or at home, surrounded by loved ones. If we can leave our families in shape to keep the wolf from the door, how much better it will be.

Div. 58.

AURORA, Ill., February 17, 1884.

CONDUCTORS' MONTHLY—

Thinking perhaps a few lines from Belknap Division No. 96 would be acceptable, we will try and let the order know how No. 96 is prospering. We were organized November 25th, 1883, with eighteen members, have, at present time, twenty-five members in good standing, with several applications. We never expect to have a very large membership, as No. 1 and No. 41, at Chicago, and No. 83, at Galesburg, divide our field of work. We have one of the neatest halls (at least that is the opinion of those who see it) in the west, and the brothers show the same interest in the order as when first organized. Have had an average attendance of 18 at our regular meetings since November 25, 1883. Several of our brothers have discovered very suddenly that they need rest. Fifteen days being considered the correct thing by the ex-management. The Windsor Club, of this city give a fair, lasting a week, at the opera house, and among the prizes to be given away is a Silver Lantern, to the most popular Conductor in the city. We noticed among the several contestants the names of brothers Reese, Florin, Cone, Davis and Flynn. Our best wishes to them all. We cannot give as good an account as No. 9, in regards the Monthly, but will say to those who do take it, that it proves a welcome visitor. All brothers visiting Aurora will find Belknap Division No. 96 located at No. 13 So. Broadway, top floor, and the brothers always glad to receive any and all visiting brothers.

No. 96.

C. S. WHEATON, G. C. C. AND ED. MONTHLY—

I read with pleasure your friendly mention of my connection with this good work of our "Order," on page 77 of our "Monthly." Please accept my heartfelt thanks for the honor. A position which I appreciate and esteem a pleasure and a privilege. I have been the happy recipient of the very generous considerations of our beloved order, and it is with feelings of pleasure I can respectfully tender this acknowledgment of the many acts of kindness accorded me. Try as hard as I can, I cannot find language to express, in appropriate

terms my grateful appreciation of this token of your regard and well wishes. It is a striking exemplification of one of the noblest objects of our fraternal affiliation. One of its best features is the practice of *true brotherly love and sympathy*, in accordance with the Golden Rule, and our motto, "Perpetual Friendship." Little did I expect I would thus realize the cheering fruitions of this grand and noble organization, when—years ago—in the full enjoyment of perfect health and vigor I became a member of the order—then called "C. B." Little did I think it would reach the proportions it has to-day. Years have rolled on, and now a time has come when this noble order provides for my comfort and protection. I had not anticipated all through the cares, struggles, reverses and crushing burden of sickness my noble brothers of the Order of Railway Conductors were observant, and recognizing, with generous impulse, one and all, manifested this interest in my welfare. It will never be erased from my memory. And it will urge us on in line of duty and lighten our burden through life. The objects of our order are truly of a noble and generous character,—that of *doing good*. God speed the good work of affection and harmony, with continuous prosperity.

Truly in P. F.,

HY. SHEW.

PEORIA, Ill., February 11, 1884.

EDITOR CONDUCTORS' MONTHLY—

The boys were saying last Sunday in Division room that they had not heard anything from 79 in the Conductors Monthly, that it was about time for us to be heard from, etc, the reason why 79 has never showed up is, our elected correspondent had engaged in business in connection with his Railway business, and consequently did not have the time to write. At the last regular meeting of Division 79, Sunday, February 10, Brother W. E. Bell sent in his resignation as correspondent for reasons stated above, and Brother W. S. Rhoads was appointed to fill the place.

No. 79 is in a very healthy condition as far as members, finances, and material are concerned. We now number close to one hundred members a nice sum in the treasury, no debts, and good new material coming in right along, everything is in such shape that last meeting we began to prove that old adage, "bread cast upon the waters return after many days," in the shape of sending some of our absent Brothers their receipts for their quarterly dues and passing them for the members of the Division. We have a very elegant and spacious hall in which we meet every second and fourth Sundays of the month, situated at the corner of Adams and Fulton Street, called the A. O. U. W. Hall, and

would be pleased to meet all visiting Brothers from other Divisions who may be in the city those days.

At our last regular meeting, Sunday, February 10th, 79 opened with twenty-five members in attendance, chairs filled by regular officers, excepting Jr. Conductor, which Brother W. C. Hall filled satisfactorily—Conferred the second degree upon Brother D. O. Sullivan.

Accepted Brother Theo. W. Hardenburg, of Valley City Division 58, as a member on a withdrawal card. Granted withdrawal cards to Brother Geo. Chase of the I. B. & W., Bro. Helmer of the I. M. Railways, the former to join Division 103, at Indianapolis, and the latter to join Division 95, at Terre Haute. After going through the usual order of business Division was closed to meet its next regular day. Railroad business has not been any too brisk of late, Wabash (Peoria Division) continues to do a nice business. Rock Island and Peoria Railways keep their regular force at work—same for C. R. I. & P. D. & E. Railway doing about the same, indications that business will be slack owing to high water and muddy roads preventing business getting to the R. R. Few changes occurring. J. D. Spiers late Pass. Conductor on P. D. & E. Railroad has resigned—well as E. O. Smith of the Wabash, the former has placed his resignation into 79, owing to engaging in mercantile business. We are sorry to lose Brother Smith as he has been a good worker and done much to promote the welfare of the Order Railway Conductors.

79's first annual ball is one of the past, and is now of too late a date for us to give anything more than it was pronounced by all who attended (which was quite a large number) one of the finest social affairs of the season, and if everything runs smoothly, 79 will be heard from in the social line one year hence. Brothers Daniels and Carver graced the occasion with their presence, and from all appearances had a very pleasant time, the Monthly is giving great satisfaction to its subscribers here and we are in hopes to make the list quite large.

W. S. R.

DEAR EDITOR—

The second number of our Monthly is before me, and the only thing that surprises me in its contents is the statement, that there are about thirty divisions of the order, that have not sent in a single subscription.

It seems to me that every member of the Order and every Railway Conductor should feel very proud of the Monthly. Everything about it, from the title to the end, is admirably planned, and finely executed and I think it is only thoughtlessness on the part of the brothers, that the subscription list is not swelled faster.

The usefulness of the Monthly has not begun to be felt yet, but one can readily see that subjects of vital importance to all railway employees, will find their way to its pages, it would be unreasonable to expect that all these questions would be started in the very first number, to make the Monthly interesting and valuable, every member of the Order must take a hand in the work.

It is not expected that every one must send a communication, to have his ideas on the subject printed, but it is expected that ever one will send at least his own subscription for the Monthly if he cannot induce any one else to subscribe, and so make it of greater importance, and the leader of all Railway Monthlies. If questions arise first discuss them in the Division room, and if they are only of local importance they should never go any further, but if they are of importance to all, then we have a medium in the column of our Monthly for their discussion.

There is one subject that needs discussing in its pages, and that is in regard to the Government granting license to Conductors. This subject was brought up at the convention in Kansas City, let some one set the ball rolling! I have taken up too much valuable space already, to enter into a discussion of the minds of the schemer.

KANSAS.

ORDER OF RAILWAY CONDUCTORS, DES MOINES DIV. No. 38, {
DES MOINES, Iowa, February 17, 1884. }

To the Officers and Members of—Division, No. —.

BROTHERS ; At the last regular meeting of Des Moines Division No. 38, the following preamble and resolutions was unanimously adopted :

WHEREAS, In view of the custom in vogue in many of the Secret Orders and organizations throughout the land, of holding Union Meetings and joint gatherings, for the purpose of exchanging friendly greetings, of comparing the secret work, and correcting any errors discovered in the same, and to promote, in general, the welfare of the members of such organizations. Be it therefore

Resolved, That a Union Meeting of all the Divisions of the Order of Railway Conductors, located in the State of Iowa, be held in the hall of Des Moines Division No. 38, on Sunday, March 30th, 1884, at 10 o'clock a. m., and the Secretary of Division No. 38 shall have printed, and send to each Division, in the State, and Divisions in adjacent States, an invitation to meet with us, at that time, for the purpose of comparing their work, correcting any errors discovered, and as far as possible harmonize the same, to exchange brotherly greetings, and become better acquainted in general, to our mutual benefit. Each Division shall select one or more of its members to represent it at such Union Meeting, and such members shall be furnished by the Secretary of said Division with a credential (either written or printed), signed by the Chief Conductor and Secretary of his Division, and such credential shall bear the impression of the Seal of the Division, before it will be recognized as being genuine. Be it further

Resolved, That no extra expense shall be incurred by the Divisions, when such Union Meetings are held, save that of printing notices of such meetings, and all that shall be

required of any Division, will be, so far as they can, procure reduced rates at hotels and the free transportation of the delegates over the various lines of Railways, in going and returning from the meetings.

Now brothers, we sincerely trust that you will each and all compliment us by responding to this call, let us meet and do our best to perfect plans whereby we can more closely unite the membership of our Order, in the strong ties that now unite us, by meeting and exchanging ideas in a brotherly way. We are going to do our best to have our G. C. C. brother C. S. Wheaton with us on that occasion. Please let me know, at as early a date as possible, how many brothers of your Division will be present. We are as ever your brothers in P. F.

By order of the Division,

L. R. CARVER, S. & T.

To all Members of the Order: Please note Preamble and Resolutions of Des Moines Division, No. 38, and as many as can make it convenient to attend, we hope will do so. We will use our best endeavor to be on hand promptly, and aid by our mite to make it a grand success. The little State of Iowa has the largest number of Divisions of any State in the Union. Let all of the brothers lend a helping hand. These meetings have been held in this State for the past year, and have been productive of great good to the Order. We hope to meet many of the brothers on that occasion.—EDITOR.

MENTIONS.

North Star Division, No. 47, is projecting a grand ball, to occur soon after the Lenten season has passed. Judging from their past experience it will be a grand success.

"The Incidents of Railway Travel," that have appeared in two of our issues, is taken from the *Railroad Herald*. Our readers will find it to their advantage to send for sample copy.

The brothers who are members of our insurance will soon receive notice of the deaths of our late brothers, Thrasher and Jackson, both were in our insurance, and the claims have been approved.

We are right glad to correct the statement in our February number, brother Myers, of No. 65, is alive and well, and about the liveliest corpse the village of Nickerson ever saw. We trust our brother may live many, many long and useful years.

Bro. George E. Pennock, C. C., of Division No. 40, writes very encouragingly of the success of our Monthly, and the flourishing status of our Order in the northwest. No. 40 enjoyed their first Annual Ball on the 20th of February, which we learn was a decided success.

We had planned to visit Columbus, Ohio, Cincinnati, O., Louisville, Ky., Mattoon, Roodhouse, Decatur, Bloomington and Peoria, Ill., and regret very

much that we are obliged to be disappointed, and thereby disappoint our friends and brothers, as it will be impossible for us to leave the city now on account of the serious illness of Mrs. Wheaton's father, Mr. J. W. Bowman, at our residence.

By the kindness of Mr. W. F. Allen, Secretary of the General Time Convention, we are enabled to present our readers with an illustrated report of the Committee on Standard Signals. If any man in the service to-day is deserving of great credit it is Mr. Allen, as his labors have caused many needed reforms in the service, and we trust he may continue until we have uniform Time Signals, Rules and Orders. With this accomplished he will have made a friend of every railroad employe in the country.

We are in receipt of a communication relative to the acts of one Frank Hughs, a conductor on the C. B. & Q. Ry., which caused the dismissal of brother Woods from the service of that Company. We regret, very much, that brother Woods has been dismissed on the charge made (that of intoxication) as it is a violation of our standard law, as well as the rules of the Company; but the proofs are positive that the charge was false, if the statements of passengers and employes are to be believed. But be this as it may, brother Woods violated a standard rule of all companies, i. e. "*No employe shall absent himself from his post of duty without permission from the head of his department.*" This is to be deplored, as the teachings of our Order instruct all to live to the line in obedience of rules and orders of the respective companies. This does not relieve Hughs, however, who has made a false charge against a fellow-conductor, endeavoring thereby to destroy that which is dear to every man, his reputation. Common manhood shrinks from such acts, and we believe the perpetrator of this act will soon meet his just deserts.

PERSONAL.

Bro. Wm. Hickey of Division No. 67, has been very ill for some time, at his home in Savanna, Ill. We hope he may soon recover.

Bros. Anderson, Carr and Templeton, of Division 67, were present and assisted in the organization of Division No. 106 at Rock Island, on February 3.

Bros. Thomas Brownlee and O. Bonter, of No. 47, at Winnepeg, made a trip to the east in January, and during the trip secured life partners. Brothers you have our congratulations.

We are sorry to learn that brother Thomas, of No 87 has fallen a victim to the *spotter system*, and is obliged to leave Bloomington to obtain a situation. You have our sympathy, brother T. Hope soon to see you well located.

We are pleased to note that Mr. J. J. Kress, formerly operator at Trout Run, on the N. C. Ry., is now train master and superintendent telegraph at Youngstown, Ohio, for the P. C. & T. Ry. You have our best wishes John.

Bros. Gerst, Shultz and Tuttle, of No. 52, at Port Jervis, spent the day in Elmira, on their return from the Union meeting at Rochester. We enjoyed their visit very much. Call again, brothers.

Bro. J. H. Archer, of No. 14, formerly with the N. Y. P. & O. and Lake Shore has received a deserving recognition of his long and faithful railway service, and is now running a passenger train on the Pittsburg, Cleveland and Toledo Railway.

Mr. John McNett, one of the old passenger conductors on the N. C. R., laterly with the N. Y. P. & O. has a passenger run, opposite brother Archer, on the P. C. & T. Ry., and we can but wish him success, as he did us in times long gone, when we called stations and made fires for him on the N. C. R.

Brother F. S. Buffington is on deck again—having been laid up with fever since January 1st. It was a great pleasure to note the many hand-shakes he received, as he stepped off his train at Meadville, on his first trip since that date. Brother B. is one of our oldest passenger conductors, and has hosts of friends along the line, all glad to see him.



VALLEY CITY DIVISION FIRM FOR TEMPERANCE.

At a regular meeting of Valley City Division, No. 58, Order of Railway Conductors, held in their hall on February 17, 1884, the following preamble and resolutions were adopted :

WHEREAS, We, the members of Valley City Division, No. 58, believe it to be the duty of all subordinate divisions and members of the order, to actively support and cheerfully conform to all measures lawfully adopted by the Grand Division of the order of Railway Conductors, and

WHEREAS, The Grand Division at its last annual session, adopted a series of resolutions, plainly defining the position of the Order upon the question of temperance, and knowing, as we do, the evil arising from the use of intoxicating liquors, and

WHEREAS, We know that compliance with the letter and spirit of those resolutions will elevate our standing as members of our profession and of society, therefore be it

Resolved, That all members of this Division are earnestly urged to totally abstain from the use of alcoholic beverages at all times, and particularly when on duty as conductors ; and be it further

Resolved, That it shall be the duty of any member of this Division to report to the Chief Conductor any case that may come to his knowledge where any member of the Order has indulged in intoxicating liquor while on duty ; and be it further

Resolved, That it shall be the duty of any member of this Division to prefer charges against any member of the order who shall at any time become intoxicated, or who is habitually addicted to the use of intoxicants.

This is a move in the right direction, and we can but commend. We wish all our Divisions would follow suit, and give force to our standard law by Division expressions.—EDITOR.

LOST, STRAYED OR STOLEN—A CHIEF CONDUCTOR.—Frank Wood, without just cause or provocation, left our bed and board about six weeks ago. Since which time no trace of him can be found. He is middle aged, slight build, heavy moustache, slightly gray, and weighs about 140 pounds. When last seen had on suit of dark worsted clothes. (San Francisco made.) If found, please return to his anxious friends.

Address,

DIVISION 85, WILLIAMS, Arizona Territory.

EDITOR MONTHLY—Under date of January 31, the following notice appeared in the Republican :

Matrimonial.—January 29, at the Evangelical parsonage (West Side) by Rev. J. Aueracher, Fred P. Washburne to Miss Emma L. Beall, both of Cedar Rapids. Mr. Washburne is one of the popular passenger conductors on the Burlington, Cedar Rapids and Northern road.

We've heard of bashful people, and of those who knew enough to keep their business to themselves, but we forgive you Fred for the surprise, and all congratulate you in securing one of the belles of Cedar Rapids. We, however, pity poor "Jack," who has such a woe begone expression when 62 comes in, as you say to him, "No, thank you. I'll have to go home."

Cedar Rapids, Iowa, February 2, 1884.

IAGO.

CIRCULAR NO. 4.

CEDAR RAPIDS, Iowa, February 20, 1884.

BROTHERS: The following are reported re-instated ; By Div. No. 29, W. P. Peden. Moberly Div. No. 49, January 27th, John McLain.

By London Division No. 16, January 14th, John Wamsley, for non-payment of dues. Montezuma Div. No. 70, January 27th, George Blue, for wilful neglect of duty.

Expelled by Mason City Div. No. 22, January 27th, P. T. Multart, for engaging in the sale of liquor. North Star Div. No. 47, February 22d, James Doig, for engaging in the sale of liquor. Perry Div. No. 84, February 10th, W. S. Carter for fraud.

The following Division Cards have been lost. If presented, you will please take up and return to me : No. 27, issued January 15th, to L. Steins, Rochester Div. No. 8. No. 28, issued January 15th, to William Schwindler, Div. No. 8. No. 29, issued Jan. 15th, to G. H. Brown, Div. 8. No. 331, issued Feb. 4th, to G. W. Davis, Arkansas Valley Div. No. 36. No. 226, issued October 1st, 1883, to J. P. Fox.

There are now five hundred and ninety-three members in the insurance association; several members are delinquent on assessment No. 25 and can only restore themselves by paying within ninety days from February 15th, and furnishing the necessary certificate of good health: blanks for this purpose will be mailed to all who are delinquent, either direct or in care of the Secretary of the Division to which they belong.

I have been informed of the death of three members for whom an assessment notice will be issued as soon as proofs are received, and I would especially urge that those who receive them, attend to the payment *immediately*, and not postpone it from day to day, waiting for a more convenient time, for if you do the thirty days will slip away before

you know it: conductors must of necessity be attentive and *prompt* in attending to the business of their employers, but as a class they are proverbially negligent of their *own* affairs; why is it? You are always *on time* to take your train out, but you will put your assessment notice carefully away or throw it carelessly aside, to be attended to at a "more convenient time," and in some cases that "convenient time" *never* comes; to-morrow *may be too late in your case*. "Even as I write the destroying angel may receive the fatal mandate to strike you from the roll of the living," and you may all too soon, be summoned to that "silent city of the dead," as has been the case with three of "our brothers," who one short month ago were in the full vigor and strength of a proud manhood. Alas that we all so soon forget these solemn warnings.

I am pleased to be able to say that your "Monthly" is now an assured success, having at this writing, over 3,100 paid subscribers, but there are at least 2,500 members of the order who have not yet subscribed. Now brothers, to each and every one, I want to say, this is *your* monthly, and you are just as deeply interested in its success as the editor or manager, or ought to be at least, as every subscriber obtained now, makes a profit to *you*, and laying aside every consideration, except the pecuniary one, which I think is the least of all, every member should be a subscriber, and use his influence to increase its circulation. I know of two or three members of the order who refuse to take the Monthly, because they were opposed to establishing it. Are they "yielding a cheerful compliance to a constituted majority?" I sincerely hope there are no others who do not take it for this reason.

As to the literary success attained by it, it is perhaps too soon to judge, but so far, it seems to me to be almost unprecedented, and this opinion seems to be shared by all from whom I have heard any expression, and it speaks well for the wisdom of your choice, that the man you have chosen to edit it should have placed it, from the beginning, on an equal footing with any similar publication in the land. Now, finally, there are a great many more people in this broad land of ours who *want* our Monthly. Let us each and all see if we cannot find one or two of them at least, thereby mutually benefitting each other. Divisions should see that a copy goes to each Railway Superintendent in their vicinity. One Division has subscribed for ten copies, to be sent to different parties, and one brother has subscribed for about twenty for the same purpose.

Yours truly in P. F.,

WM. P. DANIELS.

At a regular meeting of Central Division, No. 43, O. of R. C., held February 10th, 1884, the following preamble and resolutions were unanimously adopted.

WHEREAS, It has pleased the Great Chief Conductor of the Universe to remove from our midst our late brother, Frank A. Thrasher, and

WHEREAS, It is but just that a fitting recognition of his many virtues should be had. Therefore, be it

Resolved, By Central Division, No. 43, O. of R. C., that while we bow with humble submission to the will of the Most High, we do not the less mourn for our brother, who has been taken from us.

Resolved, That in the death of our brother, Frank A. Thrasher, the Division laments the loss of a brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed, an active member of this Order, whose utmost en-

deavors were executed for its welfare and prosperity, a friend and companion, who was dear to us all, a citizen whose upright and noble life was a standard of emulation to his fellow men.

Resolved, That the heartfelt sympathy of this Division be extended to his family in their affliction.

Resolved, That the charter of this Division be draped in mourning for thirty days.

Resolved, That these resolutions be spread upon the records of this Division, and a copy thereof be transmitted to the friends of our deceased brother, and to the Monthly of the Order.

Brother Frank thou art gone, but not forgotten.

GEO. PROSEUS,
E. P. CONKLIN,
WM. C. EDWARDS,
Committee.

East Syracuse, February 10, 1884.

Died, at his residence, in Kansas City, Mo., December 29, 1883, brother Mathew Clary, of Kaw Valley Division, No. 55, aged 50 years and 10 months.

Brother Clary was an old and highly respected passenger conductor on the Kansas City, Fort Scott and Gulf R. R. At a regular meeting of Kaw Valley Division, No. 55, Order of Railway Conductors, at Kansas City, Mo., January 27th, 1884, the following resolutions were unanimously adopted :

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our late brother, Mathew Clary, and

WHEREAS, It is but just that a fitting recognition of his many virtues should be had. Therefore be it

Resolved, By Kaw Valley Division, No. 55, that while we bow with humble submission to the will of the Most High, we do not the less mourn for the loss of our brother, who was taken away from us.

Resolved, That in the death of Mathew Clary, this Division laments the loss of a worthy brother, who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the fraternity, an active member of this Order, a friend and companion, who was dear to us all, a citizen, whose upright and noble life was a standard of emulation to his fellows.

Resolved, That the heartfelt sympathy of this Division be extended to his family in their affliction.

Gone before us. O, our brother, to the spirit land,
Vainly look we for another, in thy place to stand.

Resolved, That these resolutions be spread upon the records of this Division, and a copy thereof be transmitted to the family of our late brother, and to the Railway Conductors' Monthly.

E. P. SULLIVAN,
A. T. SHOLES,
JAS. LAUGHLIN,
Com. on Resolutions.

At a regular meeting of Arkansas Division, No. 36, Order of Railway Conductors, held February 10th, 1884, the following resolutions were adopted :

WHEREAS, It has pleased the Grand Chief Conductor of the Universe for the second time to break our circle and remove from our midst our beloved brother O. H. Sperry, and

WHEREAS, It is but just that a fitting recognition of his virtues should be had, therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, we nevertheless mourn for our brother who has been taken from us.

Resolved, That in the death of brother Sperry this Division laments the loss of a brother who was ever ready to aid the needy of our Order, a friend and companion who was ever dear to us all.

Resolved, That as a mark of our respect to our deceased brother, our Charter and Altar be draped in mourning for the period of thirty days, these resolutions entered on the minutes, and a copy forwarded to the Railway Conductors' Monthly for publication.

W. A. JEMISON,
J. L. RATHBUN,
W. H. BARTLETT,
Committee.

Frank A. Thrasher was killed at Victor, N. Y., while coupling cars.

Bro. Sidney W. Jackson died at his residence, in Parkdale, Ont., on Sunday, Feb. 3d, 1881, aged 38 years.

Bro. David Lyke, of Division No. 40, died at Minneapolis, Minn., about the first of February, of quick consumption.

New York, Penn. and Ohio R. R.

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J. M. FERRIS, Gen'l Sup't.

A. E. CLARK, Gen'l Pass'r Agt.
CLEVELAND, O.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 212 East Water St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 297, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1431 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTOR.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meet 2d Sunday in each month at 10:30 a. m., cor. Milwaukee ave. and Green-st.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets every Monday at 8:00 p. m., over 253 Michigan-st.

St. Louis Div. No. 3, St. Louis, Mo. C. C., C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freerich, St. Louis, Mo. Meets 2d and 4th Sundays in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., R. S. McMurray, Marshalltown, Ia. Meets first Sunday in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets every Monday at 9:30 a. m., at Town Bank hall, cor. Gray and Exeter-st.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Sundays at 7:30 p. m., in B. of L. E. hall, Whitcomb block.

Houston Div. No. 7, Houston, Tex. C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 184 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fanin-st.

Rochester Div. No. 8, Avon, N. Y. C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., C. Sackett, Avon, N. Y., box 161. Meets 1st and 3d Sunday of each month in B. of L. E. hall, Mill street, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714, College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 212 E. Water Street, Elmira, N. Y. Meets 2d and 4th Sundays in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sundays in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., J. C. Weeks, Emporia, Kansas; Sec., C. M. Hatfield, Lock Box 314, Emporia, Kansas. Meets 1st and 3d Sundays in each month at 7 p. m., at S. E. corner 5th and Commercial sts.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, Scranton, Pa.; Sec.,

P. J. Duffy, 1602 Price street, Scranton, Pa., West side.

Union Div. No. 13, St. Thomas, Ont. C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 205. Meets every Monday at 7:30 p. m., Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thieman, 375 Detroit street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sundays in each month, in K. of P. hall, cor. St. Clair and Phelps-sts.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514, York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month. Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ill. C. C., W. H. Gehman, Carmi, Ill.; Sec., J. H. Decker, Carmi, Ill. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 8 p. m., Old Masonic hall, Main-st.

Garfield Div. No. 20, Collinwood, O. C. C., D. H. Rogers, box 230, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio. Meets in B. of L. E. hall, Columbia st., every alternate Tuesday at 7:30 p. m.

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.; Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sundays in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.

Sylvania Div. No. 23, Catawissa, Pa. C. C., Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sundays in each month at 1 p. m., News Item hall, Main street.

St. Albans Div. No. 24, St. Albans, Vt. C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twiggs's block, Main street.

Maple City Div. No. 25, Ogdensburg, N. Y. C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesdays in each month at Goodrich Hall.

Marford Div. No. 26, Toledo, O. C. C., B. F. Galletin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Janesville, Michigan. Meets 1st Sunday in each month at 7:30 p. m., and 3d Saturday at 2:30 p. m., at 241 South St. Clair St.

Arnum Div. No. 27, Hamilton, Ont. C. C., A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Saturdays in each month at 7:30 p. m.

Carver Div. No. 28, Atchison, Ka. C. C., F. B. Gove, Box 622, Atchison, Kansas; sec., H. C. Weidren, Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.

Randolph Div. No. 29, Brockville, Ont. C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont. Meets 1st and 3d Mondays in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.

Ozark Div. No. 30, Springfield, Mo. C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Mondays in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.

Star Div. No. 31, Burlington, Iowa. C. C., Wm. C. Cross, box 225, Burlington, Iowa; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.

Keystone Div. No. 32, Meadville, Penn. C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Tuesday at 1 p. m., in K. of P. Hall, Water street.

Clinton Div. No. 33, Clinton, Iowa. C. C., Henry Case, Clinton, Iowa; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sundays in each month at 11 a. m., in B. of L. E. Hall, 4th Street.

Boone Div. No. 34, Boone, Iowa. C. C., E. S. McGee, Boone, Iowa; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sundays in each month at 11:00 a. m., Story street between 7th and Eighth streets.

R. Law Division No. 35, North Platte, Neb. C. C., A. B. Wyman, North Platte, Neb. sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesdays in each month at 2 p. m., I. O. O. F. Hall, Spruce street.

Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., Charles Miliken, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 2 p. m., I. O. O. F. Hall, Union Ave.

Delaware Div. No. 37, Phillipsburg, N. J. C. C., Jacob H. Jones, Phillipsburg, N. J.; sec., Sam Phillips, box 519, Phillipsburg, N. J. Meets 1st and 3d Sundays in each month, B and D. Depot building.

Des Moines Div. No. 38, Des Moines, Iowa. C. C., Wm. H. Given, Des Moines, Iowa; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.

Hannibal Div. No. 39, Hannibal, Mo. C. C., W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sundays in each month, hall on Broadway.

St. Paul and Minneapolis Div. No. 40, St. Paul, Minn. C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., Fred L. Chase, 507 Lafayette avenue, St. Paul, Minn. Meets 1st and 3d Sundays in each month at 371 Jackson street.

Stanchfield Div. No. 41, Chicago Ill. C. C., C. Carnahan, 443 51st St., Chicago, Ill.; sec., E. J. Denis, 4,645 State street, Chicago Ill. Meets every Sunday at 2:30 p. m., B. of L. E. Hall, corner State and 58th streets.

Trenton Div. No. 42, Trenton, Mo. C. C., E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sundays in each month at 4:30 p. m., corner Water and Elm streets.

Central Div. No. 43, East Syracuse, C. C., Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, East Syracuse, N. Y. Meets every Thursday at A. O. U. W. Hall, 7:30 p. m., Manlius street.

Denver Div. No. 44, Denver Col. C. C., G. W. Dwinell, 622 Lawrence street, Denver, Col.; sec., A. Wilder, Room C., Union Depot, Denver, Col. Meets 2d and 4th Sundays in each month at 511½ Larimer street.

Chapman Div. No. 45, Oneonta, N. Y. C. C., R. A. Mead, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st and 3d Sundays in each month at 6:30 p. m., I. O. O. F. Hall.

Milwaukee Div. No. 46, Milwaukee, Wis. C. C., Wm. J. Durbin, 720 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Milwaukee, Wis. Meets 1st and 3d Sundays in each month at 296 West Water street, at 2 o'clock p. m.

North Star Div. No. 47, Winnipeg, Ma. C. C., Thos. R. Simpson, care C. P. R'y., Winnipeg, Ma.; sec., R. T. Young, Winnipeg, Ma. Meets 2d Tuesday and 4th Monday in each month at 7:30 p. m., No. 1 Gladstone street.

International Div. No. 48, Detroit, Mich. C. C., John F. Ryan, D. G. H. & M. R'y., Detroit, Mich.; sec., James Anderson, box 587, Windsor, Ont. Meets every Friday at 7:00 p. m.

Moberly Div. No. 49, Moberly, Mo. C. C., J. J. Lonergan, Moberly, Mo.; sec., Seth Palmer, box 1330, Moberly, Mo. Meets 1st and 3d Sundays and 2d and 4th Wednesdays in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.

Hartford Div. No. 50, Hartford, Conn. C. C., Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn.

Royal Div. No. 51, Longview, Texas. C. C., A. N. Smith, Longview Texas; sec., George Clark, Longview, Texas. Meets 1st and 3d Sundays at 8 p. m., Lodge Building, Longview, Tex.

Neversink Div. No. 52, Port Jervis, N. Y. C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.

Lone Star Div. No. 53, Denison, Texas. C. C., Wm. Moon, Denison, Texas; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sundays in each month, I. O. O. F. Hall, Main street.

New York City Div. No. 54, New York City, N. Y. C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d Monday and 4th Sunday in each month at 12:30 p. m., 300 Eighth avenue.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C., E. P. Sullivan, 905 West 18th street, Kansas City, Mo.; sec., A. T. Sholes, box 74, Wyandotte, Kansas. Meets 2d and 4th Sundays in each month, at 2:00 p. m., 1215 West 9th street.

- Priest Div. No. 56, Albany, N. Y.** C. C., Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meets 1st and 3d Mondays at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, Fort Worth, Texas.; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sundays in each month. K. of P. Hall, Main street, between 2nd and 3rd.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., John C. Fox, Cedar Rapids, Iowa.; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st Sunday in each month, 10:00 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. C. Hale, 1,914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia Mo.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sundays in each month, Hammond building, op. C. M. & S. P. R'y Depot.
- Legett Div. No. 62, Bucyrus, Ohio.** C. C., W. D. Burr, Bucyrus, Ohio.; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sundays in each month, in Malle and Deal's block.
- Thurbar Div. No. 63, North McGregor, Iowa.** C. C., Wm. P. Hancock, North McGregor, Iowa.; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sundays in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C., James Donlin, 80 West 13th street, Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C., John W. Malloy, Nickerson, Kansas.; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meets 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickabaugh, Keokuk, Iowa.; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sundays in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa.; sec., Frank Sheridan, 114 Seventh street., Dnbuque, Iowa.
- Barriboo Div. No. 68, Barriboo, Wis.** C. C., W. Simons, Barriboo, Wis.; sec., Charles A. Ballard, Barriboo, Wis. Meets 1st and 3d Sundays in each month, 328 Third street, third door west of Ash street.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening at 1. O. O. F. Hall.
- Montezuma Div. No. 70., Las Vegas, N. W.** C. C., J. A. Wisner, Las Vegas, New Mexico.; sec., A. F. Gatchell, Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m. K. of P. Hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York.; sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Fridays in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillon, Fargo, Dakota.; sec., T. C. Comstock, Fargo, Dakota.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C., Robert Bycraft, Box 531 Asthabula, Ohio.; sec., J. W. VanEpps, Asthabula, Ohio.
- Henwood Div. No. 74, Decatur, Ill.** C. C., D. S. Camerer, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C., J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., C. Spangler, San Antonio, Texas.; sec., J. H. White, 704 Austin Avenue, San Antonio, Texas.
- Palestine Div. No. 77, Palestine, Texas.** C. C., J. D. Smullen, Palestine, Texas.; sec., Geo. S. Hayden, Palestine, Texas. Send all communications to Bro. Smullen until further notice.
- Robinson Div. No. 78, Savanna, Ill.** C. C., F. M. Babcock, Savanna, Ill.; sec., C. Westcott, Savanna, Ill. Meets 3d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Frederick Gillett, Peoria, Ill.; care Wabash Railway.; sec., G. W. Scott, 117 First Street, Peoria, Ill.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., Samuel F. Keller, Harrisburg, Penn.; sec. W. S. Hemperley, Harrisburg, Penn.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C., C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., E. H. Belknap, Galesburg, Ill. sec.; Maurice Flinn, 22 W. Knox Street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Perry, Iowa.; sec., Chas. W. Lackey, Perry, Iowa.
- Aztec Div. No. 85, Williams, Arizona Territory.** C. C., J. F. Wood, Williams Arizona Territory.; sec., L. W. Roberts, Williams, Arizona, Territory. Meets first and third Sundays in each month, at 2 o'clock, p. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich.
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C., George H. Thomas, Bloomington, Ill.; sec., Dan Donahue, 603 North Mason Street, Bloomington, Ill.
- Defries Div. No. 88, River DeLoupe, P. Q.** C. C., John Barry, Box 26, South Quebec, P. Q.; sec. A. Moreau, Box 26, South Quebec, P. Q.
- Monon, Div. No. 89, Louisville, Ky.** C. C., George Guess, Jeffersonville, Ind.; sec., Thad. O. Cook, 909 East Jefferson Street, Louisville, Ky.
- Waseca Div. No. 90, Waseca, Minn.** C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., C. T. Moore, The Dalles, Oregon.; sec., W. D. Mohler, The Dalles, Oregon.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., Geo. Lickert, 423 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets every Monday afternoon at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.
- Sioux City, Div. No. 93, Sioux City, Iowa.** C. C., John Shipman, Sioux City, Iowa.; sec., Wm. H. Monty, St. Paul, Minn.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs, Altoona, Wis.; sec., J. M. Winterstein, Altoona, Wis. Meets 1st and 3d Sundays in each month.
- Harvey Div. No. 95, Red Cloud, Neb.** P. H. Lyman, 603 North Sixth St., Atchison, Kansas.; sec., C. H. Sayer, Box 343 Red Cloud, Neb.

Belknap Div. No. 96, Aurora, Ill. C. C. M. T. Hinkley, Box 1431 Aurora, Ill.; sec., C. D. Rossiter, Box 767 Aurora, Ill. Meets at 3 p. m. 1st and 3d Sundays in each month, at No. 14 S. Broadway.

Roodhouse Div. 97, Roodhouse, Ill. C. C., Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Winterset, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st Monday and 3d Sunday in each month.

Montgomery Div. No. 98, Montgomery, Ala. C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCouts, No. 132 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.

Milbank Div. No. 99, Milbank, Dakota. C. C., E. H. Faryo, Milbank, Dakota, sec. Fred Camp, Box 219, Milbank, Dakota. Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sundays in each month.

Hollingsworth Div. No. 100, Columbus, Ohio. C. C., A. Bullman, Exchange Hotel, Columbus, Ohio; sec., H. C. Feltrow, Columbus, Ohio.

Mattoon Div. No. 101, Mattoon, Ill. C. C., W. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 a. m. and 3d Sunday at 1:30 p. m.

Oatley Div. No. 102, Grand Rapids, Mich. C. C., Geo. Higgins; S. & T., C. M. Litts. Meets at Grand Rapids, Mich.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C., Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Lefer, Bates House, Indianapolis, Indiana. Meets once each week, time and place specified hereafter.

Millard Div. No. 104, Middletown, Orange Co., N. Y. C. C., J. E. Brazee, Middletown, Orange Co., N. Y.; S. & T., D. D. Brink, Pine Bush, Orange Co., N. Y.

Ogilvie Div. No. 105, Meridan, Miss. C. C., Mack Lawrence, Meridan, Miss.; S. & T., B. E. Harris, Meridan, Miss.

Rock Island Div. No. 106, Rock Island, Ill. C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, Rock Island, Ill.

Queen City Div. No. 107, Cincinnati, O. C. C., Frank E. Matlock, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 83 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth st's, Cincinnati, O.

Crescent City Div. No. 108, New Orleans, La. C. C., L. Humphrey, care of C. & N. Ry., New Orleans, La.; S. & T., J. A. Holden, 505 Chartres st., New Orleans, La. Meet 1st and 3d Sundays in each month.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.



AUTUMN ARRANGEMENT,
Takes Effect Monday, Sept. 24, 1883.
TWO TRIPS DAILY, EXCEPT SUNDAYS.
AFTERNOON BOAT. MORNING BOAT.

Leave Watkins.....	1:00 P. M.
Glenora.....	1:40 "
North Hector.....	2:00 "
Lodi.....	2:30 "
Long Point.....	2:45 "
Ovid-Willard.....	3:00 "
Dey's.....	3:30 "
Arrive at Geneva.....	4:30 "

Boat leaving Geneva at 7:47 a. m. and Watkins 1:00

Leave Geneva.....	7:47 A. M.
Dey's.....	8:35 "
Ovid-Willard.....	9:05 "
Long Point.....	9:20 "
Lodi.....	9:35 "
North Hector.....	10:05 "
Glenora.....	10:25 "
Arrive at Watkins.....	11:10 "

p. m. carries U. S. Mail and Express.
W. B. DUNNING, Supt., Geneva, N. Y.

RAILWAY CONDUCTORS' MONTHLY.

A MAN

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By the central position of its line, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchison, Minneapolis and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of Most Comfortable and Beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Prettiest Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Missouri River Points. Two Trains between Chicago and Minneapolis and St. Paul, via the Famous

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Chicago and St. Paul and Minneapolis,

Milwaukee, La Crosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatona, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Iowa, Freeport, Elgin, Rockford, Ill., are amongst its **800** local stations on its lines.

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which are the finest that human art and ingenuity can create. Its **PALATIAL SLEEPING CARS**, which are models of comfort and elegance: its **PALACE DRAWING-ROOM CARS**, which are unsurpassed by any; and its widely celebrated

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TAKE NONE OTHER.

All leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by the poorly equipped roads.

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CHICAGO, ILL.**

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133 East Water Street, Elmira, N. Y.

— THE —
RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., APRIL 1, 1884.

No. 4.

THE HOME OF MY BIRTH.

TO MY BROTHERS AND SISTERS, THESE LINES ARE AFFECTIONATELY DEDICATED.

I love to go back to the home of my birth,
(For I think it the loveliest place upon earth,)
And there sit me down on the bank of the pond,
Where I rigged out a ship for East India bound.

Where I tore the sleeve out of my old ragged coat,
And made a new sail for my miniature boat:
Then a spider, a cricket, and a big bumblebee
I shut in the cabin and sent out to sea.

I'd love to go back and fish in the brook
Where oft I cast out my little pin hook,
And cared not what took it, a chub or a trout,
For it tickled me so to pull something out.

I'd love to go back to that sweet litt'e rill,
That murmurs along at the foot of the hill,
Where I whittled out wheels at my own childish will,
And set them a buzzing in my little mill.

Now I wander away, in a wide awake dream,
To the lone shady bank of that sweet little stream;
But the dear little mill has all rotted down,
And on the spot where it stood the willows have grown.

Yet methinks I can see the overshot wheel,
And the sawdust that flew from the keen cutting steel,
And the rippling spray as it rapidly ran
Over the breast of that little mill dam.

I love the old swamp where the calamus grew,
With its long limber blades all beaded with dew.
And I love to go back and walk around there,
And take in the breath of the pure mountain air.

I love to go back and play in the sand,
Where I marked out great cities with my little brown hand;
When I was so startled by the bite of the ants
That crept through the holes of my old ragged pants.

Now in visions I wander, in spite of the tears,
To that humble old home of my babyhood years;
And there's a joy in my heart when I dream of the place
Where once I engaged in a butterfly chase.

When I heard a sweet voice say, "What are you at?"
When I laid low the beauty with a stroke of my hat.
'Twas the voice of my mother, who did me chastise
For chasing and wounding the poor butterflies.

I ne'er shall forget those mem'ries so sweet,
Of those days of my rags, and little bare feet;
For they'll cling to my heart until that certain day
When I give up the ghost and go down to decay.

I'd love to go back and sit down by the spring
Where oft I sat and heard the birds sing,
And in deep meditation laid many a plan
To make me more happy when I'd be a man.

But alas! the sad changes, the unrealized schemes!
For since I'm a man, I'm a boy in my dreams.
My mind flashes back like a warm, glowing spark,
And I listen again to the sweet meadow lark

The bluebirds, the robins, the wild honey bees,
The lillies, the daisies, and all the green trees,
Bring afresh to my memory that golden alloy
That mixed with my pleasures when I was a boy.

I'd love to go back and work in the field
Where the scythe and the cradle I often did wield,
And laid into swath the gold tinted grain,
That waved in the breeze on that miniature plain.

O the days of my boyhood, how fast they have fled !
How pale are my cheeks which once were so red !
My once sable locks are fast fading now,
And the plowshare of time'll soon furrow my brow.

When brothers and sisters and parents were there,
No happier home could be found anywhere;
But the chain of affection that bound us so strong
Grim death hath severed, and scattered the throng.

But how sweet the belief that there's somewhere a goal,
A rest for the weary, a home for the soul,—
O then to that portal ! O there let me fly,
When the fond recollections of childhood shall die.

Dear brothers and sisters, accept my frail lines,
My bad managed grammar and imperfect rhymes,
But of all the sweet sonnets, to me, sung on earth,
This song is the sweetest—"The home of my birth."

But what worth is the life of a man that was born
Within the plank walls of a poverty home,
Untaught by a teacher, unknown by the wise,
Though the home of his heart be a bright paradise ?

Why hast Thou, O God, created mankind
That only in childhood true joy we may find ?
And when we are old, decrepit or blind,
A little child's reason takes hold of the mind ?

J. W. HEYLMAN.

INDIANS NOW IN IOWA.

We have been requested to write on the customs, etc., of the Indians at Tama, and therefore do so in the following sketch :

This branch of the Sac and Fox Indians settled in Tama county, Iowa, by permission of the State Legislature some thirty years since, buying several hundred acres of land (which they have now increased to thirteen hundred), on which they built bark houses, or long low tents of reeds, woven together, called in their language "wickups," which are easily moved from one place to another, and when rolled up can be loaded upon the backs of a couple ponies by the ever faithful and hard working squaws. The Sac and Fox Indians, or "Musquakies," as they are usually called, are of good stature, large and well made, evidently possessing great muscular strength, which might be utilized to good advantage—probably will be—when the day arrives in which they (figuratively) "beat their swords into plow shares and their spears into pruning hooks," and when the squaw has laid hold of the "woman's rights" movement and freed herself from the burden of slavery. But as that milennial day is far distant from both white and red, we will only write of the customs and condition of these people at the present time.

Three and a half miles west of Tama City is a small Indian village, built upon the top of a high hill, which is known by the euphonius title of Bear City, from the name of its founder, Sam Bear, Mah-qua. This branch of the tribe becoming discouraged by the frequent over-flowing of the river, near which the large Indian village is situated, concluded to build for themselves a home far removed from danger. Visiting the "city" at different times we found the Indian houses built of lumber, or of bark, with a thatched roof, most of them capable of containing four families. Around the doors are the usual number of dogs, which are the children's playfellows, grow up with them and when in a proper condition are killed, and constitute the principal dish at their feasts. Entering you find a platform on each side of the building extending from one end to the other. Here the women sit and sew, or make handsome bead work, and here all their goods or clothing are stored in baskets and piled away. The platform, which is well covered by matting made by themselves, also furnishes beds for its owners at night. In the center of the lodge are two or more fires upon the ground, and iron pots are hung over them upon hooks suspended from the roof. Here the dusky maidens boil their potatoes, make their coffee, or seated upon the ground, knead their cakes in a large pan and fry them in grease. Sometimes a pile of fifteen or twenty are being kept

warm at the fire, while the movements of the cook are watched with eager eyes by half a dozen hungry dogs.

Outside the houses you can see at any time several Indians wrapped in their blankets, some with fierce looking faces bedaubed with paint, others good-natured and smiling, always ready to respond to your word of greeting. Perhaps they may be playing cards and gambling, of which they are very fond, or talking to each other earnestly, it may be discussing the political outlook of Iowa, as do their white brethren, but of this we are not certain. Playing around are the children, the boys (who leave off all superfluous clothing in the summer, and wear only one loose garment), with bow and arrow ready to pop over some unwary bird, or still more ready to shoot as many pennies from the top of a stick as you like to place there. Occasionally you may see one with his face blackened; he is undergoing punishment from his parents, and will stay with blackened face and kept fasting, from sunrise to sunset, and no inducement will make him take food until the time for his punishment expires.

If any one steals they are punished in the same way, only for a length of time, sometimes extending to three days.

At the time of corn planting, and when the corn appears above the ground, these Indians hold a series of religious meetings, invoking the Great Spirit to give them a good crop. These meetings are usually held in a large house made of bark, and no white person is allowed to enter, or even look in, (a covering being hung before the entrance), except during the portion of the service which consists of dancing, when a peculiar whistle is given and the hanging taken from the door, leaving a place for outsiders to witness the ceremonies. Arriving at the Indian village in the morning we were pointed out the house in which "church" was being held, from which issued sounds which proved to us that the worshippers must at least be in earnest, if we might judge from the amount of noise made. A constant sound was kept up, sounding as if a quantity of beans were thrown up and down in a tin pan. This was made by the shaking of gourds, while ever an anon voices of the men broke forth in a loud discordant chant, which gradually fell lower and lower until it could hardly be distinguished. Sometimes a female voice would join in with a wailing sound, then for a few minutes silence ensued, except for the shaking of the gourds. This was repeated over and over again, until the signal was given that the dance was about to commence and the hanging was taken from the door. Then the dusky squaws, old and young, who were not taking part in the "tec-anna," hurriedly made their way to the opening; we also did likewise, and gazed with wonderment and interest upon a scene that does not present itself

to the eye of civilization. Upon the platform at the side of the house were seated a number of men, some with fantastic headgear, all of them beating with gourds, which made a hollow sound like that of a muffled drum, and chanting in discordant tone. And now the dancers have taken their places, one behind the other, and ready to dance round and round the house in a circle, but not as you dance, dear reader, oh no. The first is a stalwart Indian, whose great muscular strength can be seen in his bare arms, which he moves to and fro in the wild motion of the dance. He is naked to the waist, and daubs of bluish paint on his body; his arms are encircled by several silver bracelets and around his gay colored leggins are hung little bells, which jingle at every movement. Upon his head are eagle feathers, around his neck a string of bear claws, and in his hand he bears a wooden instrument, upon which he blows every time the dancers get round the circle once, when they pause for a moment, while the whistle of the leader is followed by sundry shrill sounds from the other men taking part in the dance, increased energy on the part of the dancers, and louder chanting and drum-beating from the "orchestra." Next to the leader comes a woman handsomely dressed in broadcloth, gaily ornamented with different colored silks, and gay ribbons, and profusely decorated with silver ornaments and beads. After her comes a warrior, decked in the extreme fashion, (from the Musquakie point of view), his moccasins and leggins heavy with bead work, a short skirt of broadcloth richly ornamented hanging from his waist, his face streaked with paint of many a hue. In his hand he carries a brass article of peculiar shape, upon the end of which is suspended by its beak a large black bird, and as he bears it proudly onward we think of Edgar Poe's Raven, "that ghastly, grim and ominous bird of yore," and wonder if this is not its counterpart, and think it accords better with the barbaric dance than "with the violet velvet cushion which the lamp light gloated o'er" but "on with the dance."

The women are most of them young and are richly dressed, painted (as their white sisters frequently are on similar occasions), though in decided colors, their silver ornaments shine in the sunlight, while many gay ribbons float in long streamers from their hair. They also wear large silver ear-rings, and with heavily beaded moccasins and leggins, and their skirts of broadcloth beautifully decorated, they present a brilliant appearance. Little children also take part in this ceremony. We saw a little boy and girl not more than five years of age, who were too small to dance around the circle, stand inside with many others, keeping their bodies moving in the constant motion of the dance, which is kept up, until all are exhausted. Though this is their mode of worship, and

its rights are heathenish, why should we despise it? Is not a low form of religion better than none at all? and the Indian may worship

With a heart as sincere as do you,
 Though his temple is only the forest,
 And it's covering, heaven's deep blue;
 Though his altar perchance has a victim,
 And his rights are all barbarous, too,
 And the forms and the legends he heedeth
 Are those that his forefathers knew.

—*Belle Plaine Independent.*

THE LOCOMOTIVE ENGINEER.

Somebody, in some speech, alludes to locomotive engineers as the silent, modest workers, without whose sobriety, industry and ability modern civilization would stand still; without whose aid the value of money invested in railroads would be impaired, and without whose skill and watchfulness human life and property would be imperiled. Over the mountain, around the curve and across the river, a broken rail, an open switch, a defective truss; sacred lives and millions of property in your charge, and the trust never violated; you should be crowned the civic heroes of modern times. Your Brotherhood is for self-protection against injustice and the encroachments of capital; you could paralyze the arteries of commerce and suspend the postal relations of fifty millions people; yet so fair, so just and discreet your conduct that the world does not see the beauty of your acts. The experiences you have acquired in handling so delicate a piece of machinery as a steam engine enable you to readily handle and control these other and more deliberate pieces of mechanism—your wives and sweethearts. You have some faults. You do not attend church as regularly as lawyers, nor talk as much. But really gentlemen, railroads have overspread the continent; almost every county has one running through it. They are necessary in war and in peace. They bring foreign nations close together in amity and friendship; they spread intelligence wherever they go; they carry the products of the soil to market and bring us other articles and products. Judging of the past, I know of no other profession which has deserved so well of the American people; and among the monuments yet to be erected, worthy to stand above our dead heroes, let one rear its head to heaven, in sun and storm, typical of America's pride—the locomotive engineer.—*Exchange.*

HOW TO BEHAVE IN A PULLMAN CAR.

Do not rush in and grab the first seat you see. Enter leisurely and quietly as you would if the parlor were not on wheels. Bow pleasantly to the porter and give him a quarter.

Be not over particular about seats, as it will indicate that you do not travel often. Say languidly, "Oh, anywhere on the shady side," and hand the porter half a dollar. He will give you a good seat, depend upon it.

Unless an experienced traveller, the disposition of your extra wraps, baggage, &c., may bother you if you attempt to do it yourself, besides exhibiting your ignorance to the whole car load. Nod to the porter in a familiar sort of way, slip a dollar into his hand, and in a jiffy he will have everything out of your reach and securely fastened on, in and among all sorts of contrivances which you had not even observed.

If you are so unfortunate as to need the presence of a cuspadore, do not go hunting around the car for one. That is exceedingly vulgar. Contrive to drop a two dollar bill into the porter's pocket and the cuspadore will be forthcoming.

In all probability the car will be as hot as an equatorial conservatory. It generally is. If you attempt to lift a window the chances are that you will fail, as you are not familiar with the secret spring which holds it. Recline lazily on your chair and watch the porter until you catch his eye, when, with a slight movement of your little finger you can make your wants known.

Enforce the sign with a rapid flight of a five dollar bill from your pocket to his, and in a few seconds you will enjoy a delightful breeze free from dust and cinders.

Should you become thirsty you can go to the water cooler and take a little without extra charge.

When nearing your journey's end the porter will kindly remind you of that fact, and stand before you, brush in hand. Accompany him to an alcove and add a few bills to his purse, if he can find room for them. The vigor of the brushing you receive will depend entirely on the denominations of the bills.

It is no longer considered necessary to back out of a parlor car in order not to offend the porter. Hand him your pocket-book, and he will immediately take your baggage and precede you to the platform, and most likely will bow politely to you as the train moves off.—*By an Old Traveler.*

A STORY OF LINCOLN.

THE GREAT MAN'S FEELINGS TOUCHED IN A HOSPITAL.

In a recent conversation with a Union soldier, a correspondent heard a fresh story about the late President Lincoln. As near as possible our friend tells it in the soldier's words. He says :

I had been in the Finley hospital several months, said the soldier. One day, in May, 1863, President Lincoln and Secretary Chase walked into the ward where I was lying. You don't know how much good it did us to see them, one gets so tired of looking at the nurse and at the long row of cots. It is hard to lie on a cot day after day, and hear the boys moan, as their life ebbs away.

Some morning you wake up and see an empty cot near you. "No. 6 is gone?" you say to the nurse.

"Yes; he went at three this morning, poor fellow; but it's better for him," she answers, in a sympathizing voice.

We boys, therefore, took solid comfort in looking at Lincoln's face that afternoon, and in hearing him talk. He didn't say much to me, that day, but it was good to hear him say anything, his words were so gentle and kind. And then he was as thoughtful as a mother, he knew just what to say.

I had been very sick. Yes, that sleeve's empty. I left the arm at Chattanooga. As I was saying, he only spoke a few words to me, and passed on to No. 26.

A Vermont boy, a mere lad, not over sixteen was on it. He had been wounded mortally, and was near his end. Mr. Lincoln stopped at the cot, and taking the thin, white hand said, in a tone that was as tender as a mother's—

"My poor boy what can I do for you?"

With a beseeching look the little fellow turned his eyes up at the homely kindly face, "Won't you write to my mother for me?"

"That I will," answered the president, and calling for pen, ink and paper, he seated himself by the side of the cot. It was a long letter he wrote, at least three pages of commercial note, and when it was finished, the president rose, saying,—

"I will mail this as soon as I get back to my office. Now, is there anything else I can do for you?"

In some way the boy had come to know that it was the president. And so, looking at him in the most appealing sort of way, he asked :

"Won't you stay with me till it's all over. It won't be long, and I do want to hold on to your hand."

That was too much for the great hearted president to resist. The tears came to his eyes and he sat down by him and took hold of his hand. The little fellow did not move or speak a word. This was sometime before four o'clock, and it was long after six that the end came.

But the president sat there as patiently as if he had been the boy's father. When the end came he bent over and folded the thin hands over the breast, and then looked so sorrowfully at the pale, thin face. The tears streamed down his cheeks unheeded. We all cried, too.

Do you wonder that "the boys in blue" loved Abe Lincoln?—*Elmira Sunday Tidings*



MRS. MALONEY ON THE CIRCUS.

'Tis trouble along wid yees coming;

I wish yees was further away.

Wid yeer elephants, painters and monkeys,

Than Africa over the say.

Ye have boorded and plastered the corners

Wid pictures as big as a house,

Where the grate roaring hip-hop-on-Thomas

Takes his tay wid a little white mouse

Arrah! now comes yer lumberin' cages,

With dirty wild bastes in their dins;

May they hunger and ate up their keaper!

Faix, the wish is the smallest of sins!

See the fool on the top cutting capers,

Hales up in the air and head down,

Though the wisest among yees, I'm thinking,

To day is that rattle-brain clown.

Bad cess to yeer bugles and bangles,

Yeer howling hieanies and all

For the divil's got into the childer—

They're sorra a good to me at all!—*New York Graphic*

ELECTRICITY AND WATCHES.

"If you have got a watch don't go near that machine," said Superintendent Redmond, of the Electric Light Company, to a reporter of the *Post-Express*, as he entered the company's building at the lower falls a few nights ago, having passed the "Positively no admittance" sign and gained an entrance at the usually barred gates. As he spoke, he pointed to one of the five generators which stood on one side of the building, and which, like all others in use, emitted constantly bright sparks of light from the rapidly revolving machinery. Each of the generators keeps forty electric lights burning all night, and is run by the water power of the fall, one of the largest rubber bands in the State being used in making the wheel go around. The noise in the building, caused by the thousands of revolutions a minute, is almost deafening, and any conversation is impossible except at a lung-splitting tone of voice.

What possible connection there could be between a large piece of machinery and a watch, even if it be the lumberlike kind carried by the reporter, was not clear at a glance, and he looked interrogatively at the superintendent. "If you go within a certain distance of that machine," said Mr. Redmond, "It will spoil your timekeeper." Taking advantage of the "timely warning," the reporter kept within the prescribed limits, and gained some points of interest not generally known to the public.

One of the most peculiar things connected with the electric light machine is the curious effects it has on time-pieces. Placed within a few feet of the positive pole of the electric machine, the watch stops absolutely, if exposed immediately to the negative pole of the machine, it will resume its accustomed ticking, and it is said very little bad effect is noticed. Very many watches have been utterly ruined however, by careless persons going too close to these machines, through the ignorance or the neglect of the attendants to warn them of their danger. None of the men employed at the works of the lower falls carry any costly watch, and Superintendent Redmond contents himself with a low-priced piece, with American works, which is difficult to get out of order, and which, American-like, will not admit of defeat from such a small concern as an electric machine.

One of the most prominent watchmakers in the city said to a reporter yesterday: "That electricity or magnetism is one of the worst things we have to deal with. A magnet would create more mischief in a half hour among these watches than it ever did in *Grosvenor's* 'hardware shop' in Patience, and more than I could undo in months. Perhaps I never could remove it entirely

I wouldn't have a horseshoe magnet in my place for a big sum. Yes, I've known of several watches being seriously injured by the electric light machines. You see the difficulty is with the balance wheel and hair spring, both of which are made of steel. The positive pole of the magnet influences them and causes the watch to keep all sorts of unreliable time. While we can replace the spring very easily, it is more difficult to remedy the balance of the evil. Principal John G. Allen, of this city, had a costly watch affected some time ago through exposure to the machine in Powers' block. I took it and after working at it three months succeeded in demagnetizing it, by the use of the negative pole of a magnet. That's the only case I've heard of in this city, although there are a few other cases where it has been done. The finer the mechanism the more damage is likely to be done, and it is through the most untiring patience that they can be brought around to anything like their original state. It's one in a hundred that ever is."

The reporter also found a gentleman whose \$150 chronometer had been ruined in this way.

BEFORE THE BALL.

To-night I shall dress in my finest—

I'll put on my latest white silk,
I shall wear my number two slippers,
High-heeled and color of milk.

My gloves shall run to my shoulders,
My roses all lovely and fair,
And then I shall wear all my diamonds,
And have diamond dust in my hair.

I'll sit in a box at eleven,
And all the rich cavalcade scan,
And Freddie shall sit at my elbow
And to and fro teeter my fan.

Right there we shall linger together.
And in tender whispering speak,
And I shall be happy, and make all
The other girls sick for a week.

—*Liederkrantz Carnival Gazette.*

ONLY THE ENGINEER AND FIREMAN KILLED.

A few days since a jovial party were coming west, sitting in the smoking-room of an elegant Wagner sleeping-coach. Among the number were two or three railroad men and a couple of southern bankers. As the express train came to a stand at Erie, a telegraph boy stepped aboard with a telegram, addressed to the general manager of a leading western road. The manager tore off the envelope, scanned the message, threw it down on the seat, and remarked : " We had an accident on our road last night." In answer to the question " Was anybody injured ?" he thoughtlessly remarked : " Only the engine and baggage car left the track—nobody was killed but the engineer and fireman," adding : " They have hard luck this year, several have been killed on our road. We have to run so to make up time lost by our eastern connections ; it's all day with the men on the foot-board if their engines leave the track." To the remark that engineers and firemen should be the best paid men in railroad service, the general manager said : " They are paid well enough on our road. They average to run eight hours of the twenty-four, and get from \$3.50 to \$4 for their work, and for such pay as that they can afford to take some risks. Most of our men are reckless devils, and set little value apparently upon their lives. The best runner," he said, " we have on our road has been running an engine some twenty-five years : he has been badly stove up in two collisions, yet he is never in a happier frame of mind than when he steps onto the footboard with an order in his pocket to make up an hour or two in running 200 miles on his schedule time, which is based on thirty-seven miles per hour, stops to count out." The manager then lighted his fifth cigar smoked that day, and continued the conversation by saying that occasionally men become timid, and not daring to run to make up lost time, would throw up their jobs. " One," he said, " came into my office the other day. I looked him in the face pleasantly, and asked : ' Well, what is up, Jim ?' He said : ' Well, manager —, I have run the night express now going on twelve years, and I have decided to turn my run over to some other man. I have had a presentiment that one of these nights 104 will jump the track, and there will be, without a moment's warning, a widow and four children thrown upon the charities of the cold world, as railroad corporations soon forget the family of one of their men who chances to get killed. If you want me to run one of the day trains I will do it, but I have had enough of this running through the country at a speed of forty-five miles per hour when it is so dark that you cannot see two train-lengths ahead.' I told him I would talk with the master-mechanic

and arrange for his running a local train for awhile, until he got over his foolish scare." Another subject was then introduced for a few moments, then the question of salaries of railroad officers was brought up, and in the course of the conversation the general manager remarked that it had been rather a hard time for two or three years past with their road. They had been expending a good deal on road-bed, and he contented himself with \$6,000 a year, but he looked for better pay the coming year, as through new connections their business will largely increase. "I have been on to New York for a few days talking about our affairs, and I left our people feeling pretty good. We have just scooped in another sixty miles of road. Some of our folks bought the stock of two or three of the largest stockholders and have frozen out the little stockholders, and now have the road in their own hands." After hearing the conversation through, the writer of this article asked himself which of the railroad men spoken of above deserves the larger pay, the manager, who rides over the country in elegant coaches, smoking fifteen-cent cigars and aiding the directors of the road to concoct schemes to freeze out little stockholders, or the man at the throttle, who daily safely runs trains through between two or three principal western cities, laden with business men and pleasure-seekers?—*Indianapolis Journal*.

THE ART OF CONVERSATION.

Do not manifest impatience.

Do not interrupt another when speaking.

Do not find fault though you may gently criticise.

Do not allow yourself to lose temper or speak excitedly.

Do not talk of your private, personal, and family matters.

Do not appear to notice inaccuracies of speech in others.

Do not allude to the unfortunate peculiarities of any one present.

Do not always commence a conversation by allusion to the weather.

Do not intrude professional or other topics that the company generally cannot take an interest in.

Do not talk loud. A firm, clear, distinct, yet mild, gentle, musical voice has great power.

Do not be absent-minded, requiring the speaker to repeat what has been said that you may understand.

Do not speak disrespectfully of personal appearance when any one present may have some defects.

Do not try to force yourself into the confidence of others. If they give their confidence never betray it.

Do not use profanity, vulgar terms, slang phrases, words of double meaning, or language that will bring the blush to any one.

THE OTHER FELLOW'S.

The sun had retired through the golden gates
 To his bed in the gilded west,
 And the moon was tilting her silver horn.
 When the girl that I love best
 Was slowly swinging round with me
 In the waltz's passionate whirl ;
 And my heart kept time to the fairy tread
 Of my girl, my beautiful girl.

The stars shone out on the dusky night
 Like the pin near her milk-white throat,
 And her voice was tender, and sweet and low,
 And her hands—but how could I note
 Every charming turn of form and face,
 When one most bewildering curl
 Fell over her brow, and kissed the white lids
 Of my girl, my very best girl ?

She breathed her love on my tender soul
 Like a sigh from the land of the blest,
 And I looked in her eyes with a right that was mine ;
 And then—shall I tell you the rest ?
 We returned to the room, and the music swelled out,
 And again she essayed the mad whirl ;
 But another man had her—the son-of-a-gun !
 Oh ! my girl, my beautiful girl !
 And he kept her.

—*Texas Siftings.*

NO CAUSE FOR SURPRISE.

In a rural district of Friesland a young plowman once went courting on a Saturday night. In vain he racked his brain for some interesting topic; he could call up no subject at all suitable for the occasion—not one sentence could he utter, and for two long hours he sat in silent despair. The girl herself was equally silent; she no doubt remembered the teaching of the old Scotch song. "Men maun be the first to speak," and she sat patiently regarding him with demure surprise. At last John suddenly exclaimed: "Jenny, here's a feather on your apron!" I widge ha'e wondered if the had been twa," replied Jenny "for I've been sittin' aside a goose a' nich."—*Gazette & Free Press*

IMPROVED WINDOW FOR THE CAB OF LOCOMOTIVES.

THIS new contrivance is the device of John Shields, of Hancock, Houghton County, Michigan. It has for its object to provide a window which may be opened, so as enable the engineer to have a free lookout along the track, and at the same time protect him against the weather, smoke and cinders from the engine, while it may be slid forward, if desired, in the manner usual in this class of windows, leaving the window entirely free and open. The means to this end may be briefly indicated as follows:

The cab frame is provided with a fixed window and a sliding frame in which is hinged a window. To prevent interference with the sliding of the window and its frame, the hinges are sunk into the frame. A bar bent in the end, is hinged to the swinging window. The bent end of this bar is adjusted to engage in series of staples or bails upon the inside of the bottom piece of the sliding frame in which the swinging window is hung. This provides for the opening of said window at any angle desired. Upon the inside of the bottom piece of the frame is a staple adapted to receive the bent end of the bar above mentioned, and so hold the sliding frame either closed or slid back in front of the fixed window, while a turn-button or swivel serves to hold the swinging window closed. In this manner it will be seen that the swinging window may be opened at any desired angle, protecting the engineer in looking out, while, when desired to have a perfectly free lookout, or when the engine is passing objects near to the track, which might come in contract with the window, it may be closed and slid forward in its ways in the same manner as windows usually employed in locomotive cabs. A sector-shaped plate may be hinged to the upper edge of the swinging window in such manner that it may be extended to cover the opening on top between the swinging window and the sliding sash, forming a protection from objects from above, and be folded down when it is desired to slide the window forward.—*Am. Railroad Journal.*

Best and dearest, will you still remember,
 When I'm away to think of me?
 When at midnight hour you hear a whisper,
 Will you start and think "it may be she!"

When you look up at the stars of evening,
 And the night wind rushes by your side—
 Think it is my spirit passing by you,
 Loving still—as if I had not died.

When alone at evening you are sitting,
 Shadows dim play around your chair,
 In the silence dream that I am with you,
 For if God permits I shall be there.

L. P.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

BENEFITS OF THE ORDER.

We have been asked many times, "What are the benefits of your Order?" and they have been stated and reiterated until they have become like an old story, yet perhaps there may be some who are still in the dark regarding them. They are many and varied, and we will first assert, without fear of contradiction, that any class of men banded together for honorable purposes can but be beneficial to each other, and through them the community in which they live and the society in which they move. Railroad conductors are a peculiar class of men, made so, I believe, by being continually surrounded by peculiar circumstances, and they are educated day by day into these peculiarities. They are also subject to a greater number and stronger temptations than any class of employes in the service. Thus peculiarly situated—surrounded by all kinds of temptation—we find them, and how many do you find that go through a period of twenty years of service but would have been better men, both to themselves and the companies they serve, had they had some strong arms to bear them up—some place to repair to—to seek counsel and advice? How many would have been honored to-day and still following their avocation, had they had strong arms to restrain and help when the tempter came, but relying on their own strength they fell, and so often that they became unreliable and were dismissed, and have gone on from bad to worse until finally have sunk into oblivion. It is painful to see riding day after day on our railways men, yes, and women, who, as the conductor comes along for their tickets will stop you and ask, "Where is ——?" and as you tell them he is discharged, you will hear, "yes; he couldn't stand prosperity," and he or she who utter it are probably the very ones who smiled and perhaps offered the tempter's glass to him, whereby he fell, and, Conductor, they will smile just as benignly on you as they offer it—offer it did I say? yes; insist that you accept it, and they as well as you know it is not only against the rules of your company, but against your interest as a man.

Conductors of America, isn't this a true picture? Haven't you seen it? Isn't there need for help to stem the tide? Then we ask you to come with us and receive the protection of our Order, receive its counsels and be assisted by its protecting arms, for by the united council of your brethren you are strengthened to perform each duty much more easily than where you go out open handed and alone. Again, a conductor's life is one of great danger, and the natural tendency is to become weaned away from family associations, or, in other words, the conductor's life of excitement absorbs the entire man and the lonely quiet of home life many times is thereby made entirely too dull for him when off duty. Isn't there need then, we ask, for some influence to counteract the growing evil? The teachings of our Order are such as will counteract this. We are endeavoring to teach all members to regard and respect these sacred family ties, and to impress upon all their solemn responsibility in their family relations, where should a man find true rest and enjoyment, we ask, except in the bosom of his family—at home? and he who has watched through the long, long night and walked through these coaches, or climbed those freight cars, can well appreciate in its fullest sense this word home and all it implies, but we are sorry to say that we have seen men who, after the run complete, would drop into some neighboring saloon and spend half a day there in preference to going to the comforts of his home, and still we find one occasionally who will argue that there is no work for an Order like our's. How many has it already reclaimed in its short existence? The answer comes from almost every Division throughout this broad land of one, two, three, and so on, and you would be astonished at its number. And as we travel on and on through this busy world, surrounded by danger on every hand, there comes a time when we are relieved, should we be displaced and obliged to seek elsewhere for employment, would you prefer to go alone and unaided to seek it, or would you prefer the assistance of four to five thousand conductors, scattered all over this broad land to aid you. But should our stopping be by the end of our life, it does not affect the mighty rush of wheels that carry its thousands upon thousands of human beings, and thousands of tons of freight, and as is the case in a mighty army, the ranks close up and they march forward as before, and as the new face appears upon the platform in your place all enquire, "Where is ——?" and when told that he was dead, you will hear the world's "I'm sorry," and that's all; not one thought of the future of that lonely house now so desolate; not one thought of the future of that family now left without a support; and we venture to assert that if asked to contribute a mite toward their support, paltry excuses could be formed by the dozen, and you would turn away empty

handed as you came. Conductors, do you want to leave your little family—those loved ones so dear to you—to this kind of charity? I think not. Would you not much rather leave them in charge of your brethren, those who are under the strongest bonds that honor can forge to comfort and assist those dear ones in their hour of trouble? I have thus given you briefly a sketch of some of our work, and will leave you to judge whether there are any benefits to be derived from an affiliation with our honored Order. We hope to live and see the time when every eligible Railway Conductor will be enrolled among its members.

WHOLESOME RULES.

The following good and wholesome resolutions are taken from an exchange and if *all* brothers would only live up to the sentiments contained, the resulting good would be manifested:

Let us resolve;

That we pay our assessments promptly.

That we will religiously attend all Division meetings.

That we will do our level best to make those meeting attractive.

That we will act up to the maxim, that "what is worth doing at all is worth doing well."

That we will talk only when we have something to say.

That after we have said that something, we will keep quiet.

That when we have nothing to say, we will keep quiet.

That we will pay respectful attention to what the other brothers may say.

That we will second the efforts of our officers to make the exemplification of the "work" effective.

That we will maintain the good name and fame of our Order, everywhere, and at all times.

That we will extend its influence to the full extent of our ability.

That we will every one of us, hand in the name of at least one good and true man for membership.

That we will search out and care for all brothers sick or suffering.

That we will help one another in every way possible.

That we will join our Insurance Association at once, and pay all our assessments promptly.

That we will use our influence, to the extent of our ability, to increase the circulation of our Monthly.

OUR ORDER.

While we have no wish to appear arbitrary, or to be taking the radical view of the situation, yet we do think that some of our Brethren, who take active parts in making the laws of our Order, ought to be the last to violate any part of it, and, after observing it themselves, they ought to do all they can to assist others in the observance of the laws. One of the worst expressions we have ever heard the Brethren make is this "Well, I didn't do it. I voted against the measure." What if you did, my Brother, is it any the less binding on you, as a member of the Order? I think not. We must observe the law and the obligations.

What if you *do disagree* with a Brother of the Order on the law, is it necessary that you agitate the matter all the year? Such agitation has a tendency to create dissention, and also has a tendency to injure confidence in the Order, even among its members.

We are well aware of the antagonism, among some of our Brothers, to the publishing of a Monthly, for fear it would not succeed; but that ground is now untenable, as it is an assured financial success. Our able and efficient Grand Secretary is doing your work in the same thorough manner that has characterized his entire official connection with our Order, and we *know* that when we meet at Boston, in October next, you will get a full report, in which you will find \$1.25 opposite every paid name, and the money in the treasury for the same, and an accurate detailed statement of every inch of advertising space and the cash for every paying advertisement, inserted. Now, Brothers please don't cry until you are hurt, and I am sure that that day is a long way off. We are endeavoring to conduct the whole work on a strictly cash basis, and so far we have been successful. Not a name registered except we knew right where the cash was to come from to pay it, and we are in a position to render a report at any time, if called upon by your executive committee to do so, and our books are open for your inspection, whenever you desire to avail yourselves of the privilege.

The growth of the order is unprecedented. We have, at this writing, organized twenty new Divisions this year, and a dozen more near ready. We paid the first quarter of the year only fifty dollars for Special Deputies to do the work of organizing. One of the important incidents of the past month was the organization of a Division at Los Angeles, Cal. It was perfected on March 2d, by Bro. C. R. Marsh, of No. 65, Nickerson, Kansas, through whose instrumentality the division was worked up. We have since received an ap-

plication for a division at San Francisco, Cal., which will be organized by Bro. Daniels as soon as possible. The brothers in the far off state of Oregon are not idle. They have ere this organized a division at Heron, Montana, and Bro. Smoot is ready for another to be located in the historic city of Pensacola, Fla., while the great Iron city is now standing ready, through the exertion of Mr. A. A. Conner, passenger conductor on Pittsburg division of the P. R. R. Galion, Ohio, has fifty conductors that knock at our door, and on March 23d, Bro. John N. Robinson, of No. 46, will gather the worthy conductors at Janesville, Wis., into the fold. Truly, brothers, we have every reason to rejoice, and while we rejoice, let all work. Each can contribute his mite, and it is by work we succeed.

We hope to record at least four more accessions to our ranks by May 1st. Our Monthly is already making its influence felt. Let us push it forward to the success it deserves.

ORDER OF RAILWAY CONDUCTORS.

Order of Railway Conductors' ! source of joy and love,
Emblem of Heaven's pure abode above ;
Hope lights from thee her torch which cheers the gloom,
And scatters half the terrors of the tomb.
Amid life's stormy clouds thy rainbow hues
Gleam out prophetic of serene skies,
Of peace and rest, when morn's loud tempest is past,
The evening sun shall shine forth to the last.
Should one of our Order be doomed to roam,
A heart sick wanderer far from friends and home;
What joy amid our Order to find !
A kinder home than that he left behind.
Though friends forsake, though kindred faithless grow
And all the unfeeling world becomes a foe,
Yet, if his steps have not from honor strayed,
Nor crimes her dark brand on his forehead laid;
Within our Division room he shall meet
A kindlier smile, a welcome more sweet
Than all the faithless world without can show,
Or friends or kindred in their love bestow.
Like the Samaritan, ungrudging we

Bind up our brother's wounds in sympathy;
 Outpour the oil of gladness o'er the heart,
 And bid the fiend despair for aye depart.
 When o'er a life bereaved brother's bier
 His mournful widow drops the scalding tear,
 And weeping orphans gather at her side,
 By our Order her tear's are dried:
 And in our pity those sad orphans prove
 A father's anxious care, a brothers love.
 Benevolence, bright attribute divine
 Of Heaven itself ! thou in our division art found;
 Like the bright morning sun on some happy shore,
 Whose rosy bowers in fadeless beauty smile.
 Where in the lap of summer, laughing spring.
 With Autumn, their fruits and blossoms fling,
 Welcome as morn to the weary seaman toss'd
 Mid howling billows on some rock bound shore
 Bright as the sparkling waters in the streamlet,
 In which the sportive trout we found:
 Dear as mountain stream's to Colorado's plain,
 When o'er her fields their mighty floods pour,
 From which full harvests spring to bless the land.
 In the compassion of our noble band,
 To those who on its charity lay claim,
 Who on its roll keeps an unspotted name.
 As in the clouds is set the rainbow,
 Which tells that earth again shall never know
 A second flood, so those rich colors gleam,
 That in the banners of our order stream.
 Truth, honor, sobriety, capability and brotherly love,
 Gems that outshine the splendor of the rising sun
 Gems that will guide us till we reach that bright and happy shore
 Where howls no winds, no stormy thunders roar.

No. 27.

All brothers should enquire at the postoffice, where they receive their mail,
 for the MONTHLY, as postal clerks, as a rule, do not look for anything but
 letters, unless specially requested to do so.

ORGANIZATION.

On Sunday, March 9th, Bro. L. R. Carver, Special Deputy Grand Chief Conductor, repaired to Centralia, Ill., and was ably assisted by Bros. F. A. Jackson of No. 67, W. W. Simpson, No. 101, W. F. Lewis, No. 3, J. W. Mansfield, No. 101, and J. W. Hancock also of No. 101, organized "Centralia Division, No. 112," with ten charter members present, as follows: T. J. Wright, Wm. Wamsley, Jesse Williams, B. C. Michel, Wm. Deviney, T. O. Borden, Robert B. Long, Jno. L. Davis, Wm. Caleman, Zeph. J. Jenks. After exemplification of the work of the order, Bros. W. W. Simpson, T. C. Borden and J. L. Davis were appointed tellers, when the following were elected officers and were duly installed:

C. C.—F. J. Wright, box 297, Centralia, Ill.	
A. C. C.—Wm. Wamsley,	"
S. & T.—J. L. Davis, box 297,	"
S. C.—T. C. Borden,	"
J. C.—Jesse Williams	"
I. S.—R. B. Long,	"
O. S.—Wm. Deviney,	"

Bros, W. H. Gehman, David Vocher and A. B. Lawrence came in from the road and were present during a portion of the work. Bro. Carver reports that the brothers took a great interest in the work of the order, and will make a fine working division. He desires to thank all who so kindly assisted him in the work of the division. We expected to be present at this organization, but circumstances beyond our control prevented it. We were much disappointed.

LOS ANGELES DIVISION NO. 111.

Bro. C. R. Marsh. Special Deputy Grand Chief Conductor, arrived at Los Angeles, Cal., and March 2nd organized the above named Division, with ten charter members present. The following officers were duly elected and installed:

C. C.—O. S. Putnam, Los Angeles, Cal.	
A. C. C.—James Bell,	" "
S. & T.—A. Merifield,	" "
S. C.—S. Lowry	" "
J. C.—O. F. Kimball,	" "
I. S.—W. J. Richards,	" "
O. S.—F. Wilkinson,	" "

He was ably assisted by brothers C. R. Perry, of Division No. 85, W. H.

Green, of Division No. 65, and E. B. Kallert, of Division No. 44. We have not yet received a full report from brother Marsh ; but from what we have at hand we must admire brother Marsh's persistency, as he was obliged to put up with many inconveniences on his trip, but he finely surmounted all the difficulties and was successful in the organizing this important link in the great chain of our order.

CLEVELAND DIVISION NO. 14.

The following is a copy of the circular issued by Cleveland Division No. 14, of our Order, to all our Divisions :

CLEVELAND, O., Feb. 24, 1884.

Officers and Brothers :—Division No. — : On January 4th, 1884, Brother E. J. Clark, of this Division, died of pulmonary consumption. He left a wife and three small children ; also, a small mortgage on a home he was preparing for them. He wanted to join our insurance, but could not on account of taking this dread disease shortly after he became a member of our Order. We wish to lift this mortgage and give a little to the support of his widow and orphans. We desire to do this entirely through our Order, and therefore, do we start a subscription paper.

All ask, "Of what good is your Order?" Certainly, if our works do not show charity, then of what good are we ? Let us show them, by each and every member giving his "Widow's mite." If each member of the Order will give just 25 cents, see what a sum the widow will receive.

We await your answer. Please do this through your Division Secretary, and help us free this home. Fraternally yours in P. F.,

By order Division.

F. A. BUNNELL, Sec'y and Treas'r.

Brothers, this is a matter that ought to touch our hearts, and we sincerely trust it will meet with a liberal response from all our Divisions. Elnira Division No. 9, will forward Brother Bunnell thirty-four dollars, being twenty-five cents for each member of the Division, as requested by No. 14. We hope to register many more in our next issue. Remember, brothers, that we should always be prompt in attendance upon all duties, and particularly so in those cases where relief is needed. Attend to it promptly, and advise me by postal of amounts sent.

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

RAILROAD TRACK—ICE AND SNOW—A railroad company is not bound to keep the ground near its track free from ice and snow and the danger to such a condition of the ground is one of the ordinary risks of a brakeman's employment.—*Piqueño v. Chicago and Grand Trunk Railway Company. Supreme Court, Michigan, October 31, 1883.*

NEGLIGENCE—EXCAVATIONS—GUARDS.—A railroad company is entitled to the exclusive use of its grounds except at lawful crossings of public and private ways. In making excavations within its right of way, which is apart from a public or private way, it is not guilty of negligence in not guarding them against persons who voluntarily or negligently come upon the right of way and are injured by reason of the excavation.—*Omaha & R. V. R. R. Co. v. Martin. Supreme Court, Nebraska, May, 1883.*

REMOVAL OF CAUSE—DISCLOSURE OF DEFENSE.—1. The state court to whom an application is made (under Sec. 640 U. S. Rev. Stat.) for removal has the right to examine into the application in order to ascertain whether a sufficient cause for removal exists. 2. It is not sufficient under said section, that the application states in general terms that the corporation has a defense under a law of congress; the defense should be disclosed.—*Texas & Pacific Railway Company v. McAlister. Supreme Court, Texas, May, 1883.*

ROLLING STOCK—STYLE OF CONSTRUCTION THEREOF.—A railroad company is not required to have all its cars or locomotives constructed after the same pattern. It may lawfully construct them after different models, and may use different appliances in operating its road. The law only requires that such cars, locomotives and appliances shall be reasonably safe for the uses to which they are put.—*Whitman v. Wisconsin & Minnesota Railroad Company. Supreme Court, Wisconsin, October 23, 1883.*

PLEADING—GENERAL ISSUE—SPECIAL ISSUE.—Plaintiff averred that the defendants company received him into its cars to transport safely for hire, and that by its negligence he was injured; defendant pleaded in bar that plaintiff was riding on a free ticket, and assumed all risk of accident. Held: that the plea was bad as amounting to the general issue; as a special plea it did not directly deny and as a traverse it was an argumentative denial.—*Kimball v. Boston, Concord & Montreal Railroad Company. Supreme Court, Vermont, 1883.*

STOPPING TRAINS—CROSSING TRACK—PASSENGER.—Passengers on a railroad train are justified in assuming that the company has, in the exercise of due care, so regulated its trains that its road will be safe from interruption or obstruction when passenger trains stop at a depot or station to receive or discharge passengers, and especially where it is necessary for passengers to cross the track in order to go from one train to another during transit.—*Baltimore & Ohio Railroad Company v. The State, use of Hauer. Court of Appeals, Maryland, April Term, 1883.*

MASTER AND SERVANT—NEGLIGENCE.—The omission of a railroad company to warn an inexperienced brakeman of the specified danger of coupling cars that are furnished with double deadwoods does not make the company liable for an injury received by him from coupling such cars, if the risk is such as to manifest itself to any person, and if, on being employed, he was warned in general terms of the danger of coupling cars of different constructions, and was told not to take any chances.—*Hathaway v. Michigan Central Railroad Company. Supreme Court, Michigan, October 3, 1883.*

EVIDENCE.—Wherein an action against a railway company for the loss of a trunk a certain nickel plated check was put in evidence and a witness, the baggage master of the company testified that nickel plated checks had never been used on the through baggage to his knowledge; was asked whether his position was such that he would have known if they had been so used. Held: that such question was unobjectionable. To merely swear that none had been used to his knowledge might prove little or nothing without showing that he had means of knowledge.—*The Lake Shore & Michigan Southern Railway Company v. Charles Lassen. Appellate Court, First District, Illinois, April, 24, 1883.*

ACCIDENT INSURANCE BEING OR WALKING ON A RAILROAD BRIDGE.—A condition in an accident insurance policy forbade the assured being or walking on the road-bed or bridge of a railway: in attempting to alight from a train upon a bridge where it had stopped, the assured fell through a hole broken in the floor of the bridge and was killed. Held: reversing the judgment of the trial court, that the manifest intent of the condition was not to exempt the company from responsibility in the case of an accident through a defective bridge, and that assured had not brought himself under the condition.—*Burkhart, admr., v. Traveller's Insurance Company. Supreme Court, Pennsylvania, October 1, 1883.*

FRATERNAL DEPARTMENT.

EDITOR MONTHLY—

To all members of the Order of Railway Conductors, I would like to have you answer, Why do you wait? Why don't you join our Insurance, and not wait until time comes along and cuts asunder the brittle thread of life, and sends you before the Grand Chief Conductor of the Universe? What do you think he would say? Methinks he would ask you if you were insured before you made your last trip. Only just think for a moment, my brothers in P. F. Are you insured in the Conductors' Mutual Life Insurance Association. If you are not, then make out an application before you make another trip. Look at brother F. A. Thrasher, of my own Division, who had just joined the order. He took out a policy in the insurance and left it to his brother, who lived a thousand miles from him; he had no wife, child, mother, father or sister; but he got insured, and left it to the only one in the family besides himself. Now then look here: Have you a wife—one who is very dear to you—and perhaps little ones also? They must live. If you should happen to be stricken down by accident, or sickness, are you doing your duty by them. Now brother please stop and think, and think seriously about this matter. I think I can see you now, know what you are saying to yourself. This is what you say, "When I meet our Secretary and Treasurer I will make out an application," but it may be a week before you meet the Secretary and Treasurer, then you have grown lukewarm in your grand resolve, and say, not just now. The Good Book says, "Now is the accepted time." If you cannot see the Secretary of your Division, then send him the fees by some one of your family. I believe your wife would do the work for you. Now, for God's sake, as well as your loved ones at home, don't *delay* any longer. Here is one great fault with our insurance, and it lays with the brothers all over the land. When asked if you belong to the insurance, you answer "No." "Well, why?" Your answer is, "Only four or five hundred belongs to it." This is the stumbling block, and a big block at that, and until it is removed our insurance won't amount to much. Now then here is the point exactly. Give us in the next sixty days one member out of every eight that don't belong, then see where the members are. You are the stumbling blocks. You can make it what you are a mind to—2,000 members or nothing. Cannot you see it that way? Applications will make it a grand success. Come now, take hold! I remember an instance in the war between the north and south, while making an advance through the mud our artillery got stuck. A great many stood looking at the driver lash-

ing his team unmercifully, but of no use. How do you suppose they finally got out? A grand good General got off his horse, waded into the mud and put his shoulder under a spoke in the rear wheel of the cannon and said, "Now try again." The horses pulled and he lifted. The first trial set the whole Battery in motion! Now then brothers won't you try and set our insurances in motion? Of course you can if you will. I hope and pray you will. I wish brother C. S. Wheaton had more time, but the Lord knows he has no time to speak of. When he was around a year ago he set the ball rolling along, by talking with the Divisions he met. A great deal of credit is due brother Wheaton and bro. Daniels, their work is tiresome, and we must make allowances for them. Now then, brothers, one and all, I will ask you to join the insurance, for the love you bear your dear ones at home. Save your wife, children, and maybe if you have no wife and children, a father, mother, sister or brother from want and privation. There can be nothing any nearer in the form of an association than this is. We are one in trade, working at the same business, recognized by the whole community as one common body. Well, we are a common body of friends and brothers, among whom no contention should ever exist, except that noble contention, or rather emulation, of who best can work and best agree.

Very respectfully yours, one and all in P. F.

L. H. GROVER,

S. & T. Division 43, East Syracuse, N. Y.

PEORIA, Ill., March 12, 1884.

EDITOR MONTHLY: Will try once more and give you a few items concerning Division 79 and members generally in and around Peoria. At our regular meeting February 24th, we had a nice attendance, some thirty members, but few regular officers being present, the absent ones being out on their runs. In regard to our officers frequently being absent 79 is a little unfortunate, but it should be the means of all members instructing themselves in the work, so in the absence of regular officers anyone called upon to fill a chair, he could do so. Brother A. J. Mooney, passenger conductor on the Kansas City Division of the Chicago & Alton Railway, was reported as being seriously cut by a station agent at Centralia, Mo. He being a member of 79, a committee was appointed, composed of Bros. G. W. Scott No. 2 and W. J. Rhodes, to visit Bro. Mooney and see how bad he was injured, etc. The committee left Sunday evening via. Wabash east, under the care of Bro. Wes Pemar, conductor, to Chenoa, then via. Chicago & Alton Railway to Roodhouse, Ill, where Bro.

Mooney lives. On arriving there we found Bro. Mooney sitting up but suffering from four severe cuts (knife wounds), two near the heart, not deep, and two in the side. One of the latter was quite serious and was causing Bro. Mooney much pain. There was no danger of any proving dangerous unless cold should be taken. Bro. Mooney was much pleased to see 79's representatives and to see he was thought of by his Brothers in this his hour of trouble. While at Bro. M.'s house we had the pleasure of meeting Bro. A. Johnson, C. C., Division 97, and several other C. & A. boys, whose names have escaped my memory, who dropped in to pay Bro. Mooney a call.

The committee are very much indebted to Bros. Jas. Boggs and Northrup, of Division 87, for favors, and hope some day to be able to repay them.

At our meeting of March 9th, we had the petitions of F. Stewart, T. W. Gossett, J. R. Clovendale and T. P. Moon, all of the Wabash Railway, presented for membership; voted *voted twenty-five dollars to aid the flood sufferers*, and elected C. C. Gillett and A. C. C. Bell to represent 79 at the Iowa State Conductors Meeting to be held March 30th, at Des Moines. 79 is thinking of buying uniforms for her officers and has appointed a committee to find out cost, etc. Railroad business in and out of Peoria is good, nobody idle and everything running full time. Bro. W. O. Hitchcock, of the R. I. & P., is now pulling the cord on the swiftest train out of Peoria, makes the run from Peoria to Rock Island, 98 miles, 5 stops, in two hours and thirty minutes, which is good time for the tracks we have around here. Bro. W. H. Smith still runs the mail on the same road and always manages to be on deck at every meeting. Had the pleasure of meeting Bro. H. A. Rice, of Kaw Valley Division, 55, on his return home from a visit to Decatur, Ill., and other points. Found him to be a whole soul fellow and a good sleeper, and was sorry did not have better accommodations so he could have enjoyed his nap. Bro. Rice, there has been an inquiry as to who you are. The desired information has been given, and when you come over to take that *Fish* we will also take that *Hunt*. Bro. G. W. Scott No. 1, 79's efficient Secretary and Treasurer, is now running a regular passenger train. Bro. Gillett, 79's C. C., has the pay car and extra passenger conductor for the Iowa Division of the Wabash Railway. Bro. McElerby has resigned his position as conductor for the P. P. & U., and is succeeded by a Mr. Carey, off of some road out of Chicago. Bro. Lavash, of the P. D. E. Railway, is getting ready for the spring duck shooting, and as a consequence there is a heavy emigration of people from the hunting grounds, as they well know the results of his visit. The *Ducks* get off all right, "but the people." One party hasn't got all the shot out of his leg yet.

W. J. R.

LONGVIEW, Tex., March 3, 1884.

EDITOR MONTHLY—

Royal Division 51, of Longview, Texas, is in a very prosperous condition, numbering now 31 members in good standing, with several knocking at our doors for admittance. When you remember that this is not St. Louis, New York city or even Elmira, with its numerous railroads, but simply a little obscure town in Northern Texas, and just a freight division terminus on the T & P. R. R., this is doing remarkably well. The N. O. Division taps the main line 24 miles east of here, at Marshall, and from that Division we draw a good many members. Great interest is taken by the members in work of the Order. On Sunday, Feb. 24, we had two rousing special meetings, and on March 2nd a special and a regular meeting, at which were visiting Bros. Aechternacht, of Division 55, who is one of our co-laborers on the T. & P.; Bro. Kidwell, of No. 60, who is general yard master at Marshall; Connarty, of No 40; Domke, of 59; Connolly of 57, and Gallagher, of 77, every one of them worthy brothers and good men, whom it is a pleasure to meet in Division or anywhere. Bros. Kidwell and Aechternacht are regular visitors at our meetings. Yours in P. F.,

A. N. S.

ADVICE FOR BRAKEMEN.

If you want to become a good brakeman you must remember that you are a brakeman and obey orders with a good free will. You must bear in mind that you don't want to brake always, that some day you want to become a conductor, and to attain this point exert all your energies. Good brakemen make good conductors, and the same rule holds good of bad or indifferent men. You may think that as you are nothing but a brakeman that your superiors don't know you. Now there is where you are left. I venture to say that L. B. B., our Assistant Superintendant know you all, and what your habits are when on duty and can come very near telling you what you do in town. Don't you suppose that if he wants a conductor, he wants a good one, and he will make one from his own men in preference to hiring one, that is if he has suitable material. He may ask your conductor, can ——— run a train? how is he about doing his work? does he drink, is he punctual? and last but not least is he honest, and does he pay his bills promptly? Now don't you suppose a conductor takes some pride in a man, if he can return a favorable answer to all these questions, and if so he gets his man promoted; but if he cannot do this the man must brake until a rush of business, or some other emergency brings his name up again, and some younger man whose record is the

best gets the first trial. Now, when you brake do so with a will and make up your mind that if good work, good manners, and honest principles will earn promotion, that you are going to get it sooner or later. Of course you will have many discouragements and many trials, but don't give up, stay with your job, make yourself necessary to your conductor, and to the company who employ you, and you will be the gainer. Brakemen occupy respectable positions and should be treated by conductors as equals. This little item helps to make good men.

"ONE WHO USED TO BRAKE."

ALBANY, N. Y., Feb. 14, 1884.

EDITOR MONTHLY—

Please allow me to add my share of testimony to the many already published as to the fine appearance and general good make-up of the organ of the O. of R. C., now published under your editorship. As a part of the monthly magazine productions of the day it is certainly the equal of many more pretentious. From all whom it has been my privilege to hear on the subject, there is a unanimous expression of satisfaction in the able manner in which you and your associate have brought out the first number, and a hearty wish expressed that the MONTHLY may have a long and prosperous life. It is regretted that the subscription list from this locality is not larger, but the number of publications already in the field makes it difficult to introduce a new one, especially when the same is apparently published in the interest of a class. However, there is an old proverb that there is room at the top, and a demand for the highest in excellence, and it is hoped that the correctness of the saying may be proved by an increased circulation of the MONTHLY, which I have no doubt will be the case. Appropo to an article in the February number of the MONTHLY for conductors to ponder over, the official axe of decapitation has been vigorously put to use among the passenger conductors of the Central Hudson Railroad, among which may be numbered some of the most popular in the service, and whose lives since maturity have been spent in the service of the company. Thinking over the matter one cannot help but conclude that there is gross injustice on one side or on the other, the existence of a great wrong, which it is hard to believe, where the parties are well known and trusted. Mr. John Jones, long in the service of the Central road as dispatcher at W. Albany, has, on account of ill health and a desire to be relieved from the arduous duties attached to the position of dispatcher at this point, sent in his resignation. The company thereby loses an able servant, and the men stationed here and running from this point, a respected and trusted superior,

whose impartiality and sense of justice was recognized by all. Mr. I. N. Cooly, formerly night dispatcher, succeeds Mr. Jones.

It is gratifying to hear of the continued prosperity of the Order throughout the country, and the increase in the insurance department. Division No. 56 is doing fairly well, and it is hoped that before the next number of the MONTHLY is issued there will be an increase in its membership. Hoping this Division will be kindly remembered among the great fraternity of which it is a part, and that this communication will be in time to appear in the March number, I will close by saying that you will occasionally hear from the CAPITAL CITY.

DUNKIRK, January 30th, 1884.

CONDUCTORS' MONTHLY :—

I read in your editorial of January: "That there is need of additional means of education for not only one but all classes of railway employees, is generally admitted." Now Mr. Editor I have been in the railway service many years and I can look back with a degree of sadness to note the retrograde movement, or non ability of men placed in responsible positions. I can well recollect when no one was selected to fill a place of trust unless he was perfectly competent to do so.

How is it now ! Nearly all accidents fifteen to thirty years ago on our great thoroughfares was caused by not having good material to work with and companies poor and not able to have a good supply of the materials at their command at that time, for instance iron rails, that would wear out in one year and liable to break at any time. Poor road-bed, not properly ballasted, all on account of companies not being able to do any better, Iron wheels that a September frost would break if any pressure was brought to bear, and Iron wheels under the engines. Scarcely an accident ever occurring where an employee was to blame. Time passes on, and at the present time, all deficiencies are made perfect. Steel rails, steel wheels under our coaches and engines, Miller couplers and drawhead, automatic brakes, and still accidents are on the increase. We make all due allowance for the increase of traffic, also there should be an increase of knowledge amongst employes. Why is it that accidents increase? Perhaps you may say, I cannot tell. I look on and fairly shudder and wonder where will it end. The commencement of this article and carrying it out is the only means of overcoming this difficulty. Educate all classes of employees. Do not commence at the poor fireman and brakeman, commence at the head. Do not put a man in position unless he is perfectly competent by his experience to fill the position. Ignorant and incompetent officials make demor-

alized and reckless subordinates. I ask can a man get sufficient education in an office alone or by being civil engineer, supervisor of track, or dispatcher for a few years in that branch alone, then by influence put in a position where he can make a good thing for a time, and by that same influence shoved on and up higher and each and every one of the ones mentioned, are they capable to be superintendents and control hundreds of men and manage a business involving millions of property, and tens of thousands of lives yearly, a business they have not been educated or fitted for? I will guarantee nine-tenths of such men in power cannot control their own dispositions properly, and are thereby incompetent to control; others are found usually venting their spite on some poor, hard working man. No, emphatically, here is where the trouble lies. Uneducated superiors make poor decisions in case of emergencies, oft-times blaming those that are innocent, and often all are dismissed or suspended from the service on account of their not having been properly educated and knowing nothing of the responsibilities resting upon them.

I say again, commence at the head centre, put no one in any position whatever, unless he be educated for the emergency and can control one man (himself), before he undertakes the vast responsibility of governing thousands. Enough for this time. You will hear from me in future. I hope you will think enough of this article not to put it in the waste basket. I hope some one will wake up to the emergency and give us new ideas.

Yours, etc.,

A.

BARABOO, February 2, 1884.

DEAR EDITOR—

Baraboo Division is prospering finely. We have received several new members lately, and expect more soon. Our members are very much united in the Division work, and are trying to build up our Division. Our C. C., W. A. Simons, is a worker and well worthy the office.

We were happily surprised a short time since by being presented with a beautiful Bible, for our Division-room, by the wives of several members of our Division. We are much pleased with the Monthly. I think all of our members will subscribe for it soon.

Truly yours in P. F.

CORRESPONDENT.

MASON CITY, February 13, 1884.

DEAR EDITOR—

Thinking some of the old I. & D. boys, who are scattered around the globe, that catch a glimpse of the Railway Conductors' Monthly, would like to hear from their old stamping grounds, I will endeavor to gratify their wishes.

There have been few changes on our Division for a long time. Bro. Dell Case, who has been laid up with the rheumatism, for the past six weeks, is on the gain, and will soon assume the gold bands on the West End. Bro. Scott W. Derrick, who has been on the sick list for nearly four months, has so far recovered that he will take charge of his old passenger run on the West End about the first of March. Bro. Klein, better known as "Dutch," has a leave of absence, and is visiting his old home in Wisconsin. Extra passenger conductor, Fred Hannon, is wearing his bands during his absence, with bros. Tom Lane and Geo. Bryan helping him on the runs. Great big, good natured bro. Henry George has gone east, visiting relatives and friends. Hank is missed from his place at the Clark House table. Bro. Geo. Phelps is trying to fill it during Hank's absence; but the girls miss Henry, as George is married. Bro. Burns has charge of the Night Express, on the Cut Off, while bro. Phelps is on the main line. Business is so quiet that several of our brothers have been compelled to turn wheels for the past few weeks; but we look for a large emigration to Dakota this spring, and then the boys will have all the running they want. We are considering ourselves very lucky for, as yet, we have had no snow bucking to do, consequently we are all lucky.

Mason City Division, No 22, is trying to take the lead, and all the members are committing the ritual, so we can dispense with it and surprise our visiting brethren.

That the list of subscribers will continue to grow is the wish of No. 22, and yours in P. F.

HEAVY CLERK.

ST. PAUL, Minn., March, 1884.

EDITOR MONTHLY—

Thinking, perhaps, you may like to have a word from our good old Division, No. 40, I will drop you a line this evening before resuming the business I have in hand. We extend to you our best wishes for your good health and prosperity, and hope our dear Bro. Shew's health is improving and that he will find his duties all that he could wish them to be; also, that we may many times be cheered by his presence in old No. 40. Well, we had a very interesting meeting this a. m.; promoted one brother to the second degree; also, instructed one in the mysteries of the first. We made our debut in the ball business on the 20th ult. Hope you received complimentaries I sent you; will also send you programme. The proceeds netted over \$250 for our Division treasury. Besides the excellent enjoyment of the entertainment; over 150 couples tripped the "light fantastic" to the (sole) soul-stirring music by the First Regiment U. S. Artillery Band, from Fort Snelling, and "danced all

night." Not a discordant ripple trilled to mar the festo-social enjoyments of the occasion. I wish you could have been here and joined in our pleasures.

We were obliged to perform an unpleasant duty this a. m., in conformity to the laws of our Order. Our Division expelled a brother for violation of his obligation ; so you see our work goes bravely on. First—remonstrance ; second—reprimand ; third and last trial—expulsion ; and our mission is fulfilled in that case. I am happy to say we will close the current year in a more prosperous condition than ever before, with plenty of money in the Division treasury, and all our brothers happy and harmonious, and all taking more interest in the welfare of our Division. And I think we will soon have many good and reliable additions to our membership. I think the brothers now begin to realize that a C. C. "running a Division simply out of charity for the boys," was not just the thing for the "good of the Order."

We hope to have the pleasure of your visitation this way during the beautiful springtime or summer. In the meantime we will prepare for the best interests of our noble Order, and the triumphant success of this magnificent enterprise—our MONTHLY—and meet a united band of brothers at our Seventeenth Grand Convention in Boston ; and ne'er forget, but heed well the motto: "United we stand, divided we fall." I will close for the present, and respectfully submit, in P. F.,

DIVISION No 40.

STANBERRY, Mo., Februrry 10, 1884.

DEAR EDITOR—

The first volume of the Railway Conductors' Monthly comes to us this month containing many interesting articles, bound in a neat form and destined to meet with many warm advocates. A journal of this kind has long been needed, and its value cannot be too highly appreciated by the members of the "order." There should be an individual canvass made by all the members to secure a circulation for our new Monthly, which will make it a financial success, as well as a highly instructive, entertaining and readable book for all classes.

A. C. HAMLET.

AVON, N. Y., March 16, 1884.

EDITOR MONTHLY—

I enclose a clipping from the Rochester *Post-Express* of recent date, which may be considered worthy a little space in our MONTHLY, and as I have been honored by the appointment of correspondent of Rochester Division No. 8 to the MONTHLY. I presume I am expected to correspond. Our Division is once more alive, having initiated and promoted eight members since January 1st.

Three petitions for membership were received at our meeting to-day. Our membership at present is thirty-eight. We are to move into rooms, before our next meeting, where we will be in very nice shape, with the Brotherhood of Locomotive Engineers, in a new hall on State street. Our members are so scattered that large attendance at meetings is impossible, but always have a fair crowd. Our members are employed on the N. Y., L. E. & W. R. R., the R. & P., the N. Y. C. & H. R. R. R., the S. G. & C. R. R., the B. & H., the Silver Lake R. R. and the N. Y. W. S. & B. R. R. We are expecting some members from the B., N. Y. & P. R. R., now running into Rochester. Look for a good report from Rochester Division No. 8 next October. The conductors on the Rochester Division of the N. Y., L. E. & W. R. R., are changing around considerably on account of the retirement from the service of Conductor Barrows, one of the oldest conductors on this division. Bro. Bassett assumes charge of his train, Alexander going on the Dansville local, Bro. Miles succeeding Alexander on the Attica way freight. Bro. Shults taking Miles' run and Bro. Sackett (leaving 16 and 43 for Bro. Wadsworth) to succeed Shults on 33 and 34. Bro. Caffery thereby gets the Diamond Line, or Charity Run, vacated by Bro. Wadsworth. Business is light at present, but will soon be better as this is our usual dull time. The Rochester Division is being newly tracked with steel and will undoubtedly be kept up better than heretofore. This is necessary if we are to attempt competition with our new parallel roads. As this is my first attempt at writing for the press it must seem very much mixed and uninteresting. It may improve by practice.

PLAIN ERIE.

 MATTOON, Ill., March 7, 1884.

EDITOR CONDUCTORS' MONTHLY—

Thinking it was time something was heard from Mattoon Division, No. 101, to let you know we are neither "dead nor slumbering;" on the contrary we are wide awake and flourishing. There are twenty-four names enrolled on our Division roll, and several applications in. March 4th being regular meeting night, we initiated bro. R. J. Magill, passenger conductor. Bro. Scott Walls, of 92, was in attendance. I think we showed bro. Walls that No. 101 is pretty able in doing work, considering her tender age. Bro. W. H. Sherock has obtained thirty days' leave of absence, to visit the "far west," with the intention of locating out there. We are sorry to see him leave as No. 101 will lose an able and genial member. We wish bro. Sherock success wherever he goes.

Bro. J. W. Morris, of Caledonia, Marion county, Ohio, was away visiting old friends not long ago. I suppose you had a "high old time" eh, Jim?

Bro. Turner, our I. S., turned over a new leaf New Years' day, and got married. From all I can hear I think there will be some more of the members of 101 following his example before next New Years.

Bro. Wilson, our S. C., makes a very efficient officer. I am afraid we are going to lose him, as his lay overs are in Peoria, and he is going to withdraw from us and join No 79. "Our loss will be 79's gain."

We all prize the Monthly very highly, and all agree in pronouncing it the best paper published in our interests. Not wishing to take up too much space this time, I will close, wishing still further success to the Monthly. H. W. S.

HAMILTON, Ontario, March 14, 1884.

EDITOR CONDUCTORS' MONTHLY—

On Februry 26th Arnun Division, No. 37, held an assembly at the Pythian Armory, between 50 and 60 couple taking part. One of the objects being to spend a social evening with bros. Findlay and Regley, conductors from the C. P. R., who are home from Manitoba, visiting friends in the city for a few weeks. A very enjoyable evening was spent, and all went home well pleased.

Last week we received letters from bro. R. McKay, of Texarkana, Ark., bro. W. Sims, of Marquette, Mich., bro. J. B. Robinson, of Medicine Hat, N. W. T., and bro. J. D. Averson, of Allegan, Mich., all old N. & N. W. R. conductors, and we are pleased to hear they are all running trains and doing well. Boys you have our best wishes for your future success. 27.

MARCH, 14, 1884.

EDITOR MONTHLY—

Continuing my letter from last month: On the Northern Division at present John Torpey has charge of the through passenger run, while C. A. Havens and T. Marley run opposite each other on the way freight and accommodations. C. A. Moore and A. H. Peck do the extra work. This division experienced less trouble the past winter than usual, and is now in excellent shape with prospects of a good trade the coming summer. In general business all along the line is good, and the men are receiving steady work with few changes.

Some of the old engineers have left and one or two new ones have appeared among us. Conductor Ed. Lacy has returned from his vacation, and Frank Gould is now in New York on a short trip, with E. Mulcahy running in his place. We notice also that Ed. Patridge has recovered from his temporary illness and is again on his train.

R. G. Mower's forced widowerhood still continues, but he says it will soon end, for Mrs. M. is expected back in a few days.

Jack Wallers, of this road, and Sam Dennison, of the L. & T., are to run for the gold watch at the firemen's fair to be held here soon. It will be a sharp race, but of course we are willing to back our man.

The MONTHLY grows in popularity and is eagerly looked for and read by all along the line, as well as by others not connected with the road, and, indeed, it can hardly be otherwise.

A. R.

NEW YORK CITY, N. Y., March 12, 1884.

EDITOR MONTHLY—

On Monday, March 10, occurred the regular meeting of New York City Division No. 54, and it was one long to be remembered by all its participants. Eight candidates were duly instructed in the mysteries of the first degree—Bro. C. A. Millard, of No. 9, in the chair, with Bro. C. S. Wheaton, G. C. C., acting S. C., the ceremony was very impressively rendered. We were pleased to see so many visiting brothers present, and hope they will call again. Among the visitors we noticed Bros. Wheaton, Millard, H. S. Lewis, Stickles, Haight, Pattengill, Parks, Sherry and Murphey, of No. 9. F. Rosencrans, Hall, Baxter, Stump, Tillsworth, Tuttle, Palmer and Harding, of No. 52. Bro. Faulker would have been over, but he missed his connection and got laid out, so he could not make it in time; also, Bro. Mahan, No. 37, and J. E. Brazec, Muncy, Lester, Fish and Markham, of Millard Division, No. 104. Bros. Wheaton and Lewis, of No. 9, and most of the brothers from No. 52 returned home the same night on No. 3. Bros. Millard, Faulkner, Haight, Pattengill and Stickles remaining over until Wednesday in order to see the *village*, and by accounts since they left we judge they did see the most of it. Come again, brothers. You are always welcome.

ONE WHO WAS THERE:

KEOKUK, Feb. 24, 1884.

EDITOR MONTHLY—

E. F. Keeler, the young man who died last Wednesday at St. Mary Hospital from the effects of injuries received near Pleasant Valley Junction on the D. & R. G., was buried yesterday afternoon from the Metropolitan hotel. The funeral was under the auspices of the Order of Railway Conductors, and was attended by a large number of friends of the deceased and members of the railroad fraternity. The interment took place at Mount Olivet cemetery, and Keeler sleeps in a grave beside that of J. E. Orr, jr., who died but a week previous.

On February 8, near Pleasant Valley Junction, Utah, Bro. E. F. Keeler, of Griffin Division, No. 66, was seriously injured in a wreck on the D. & R. G. R. R. I do not know whether it was known that he was a member of our Order before he was hurt or not, but this I do know, that when looking over his letters and papers his traveling card was found. Bro. J. W. Gilbert, of Division 44, heard of it, and he soon notified the other five members of the Order, and what was the consequence? Why, Bro. Keeler received the best of care until he died at 3 p. m., February 14th. At the inquest it was found his neck had been broken. This was something wonderful, was it not? But still more wonderful to me is the thought that so many of the conductors on our western roads who would make worthy members of our beloved Order, turn the cold shoulder and say, what does your Order amount to? Ah, gentlemen, look at the case of Bro. Keeler. Away from home, among strangers, but as soon as it became known that he was a member of the Order of Railway Conductors, how friends, good and true, turned up to give him the best there was to give. Does this not speak untold words for our Order? Suppose Bro. Keeler had not been a member of our Order, what would have been the result? His body would have been put into a plain pine box and an express wagon would have hauled it out to Potters field, and perhaps none of his friends would have been the wiser. The care taken of our brother out among the Mormons has made us more friends among outsiders than years of talk would have done. I wish you could read the good letter I received from Bro. J. W. Gilbert. There are not very many of our Order west of Denver, but when they find a brother in need they are brothers indeed. Yours in P. F., PHONE.

PALESTINE, February 13, 1884.

BROTHER WHEATON—

Card No. 331, dated February 4th, issued to G. W. Davis, Arkansas Valley Division, No. 36, has been received by him. It was advertised lost in March No. of the Monthly.

No. 77 is one of the liveliest Divisions in Texas, and owes most of its prosperity to the untiring efforts of Bro. J. D. Smullen, C. C.

Yours in P. F.

G. A. B.

ELKHART, Ind., March 9, 1884

CONDUCTORS' MONTHLY—

I being a member of Daniel's Division, No. 19, feel as though it is my duty to inform other members and Divisions of our grand success. We have a membership of about thirty-four, and owing to the Chief Conductor, A. C. Brown

and our worthy Secretary and Treasurer, G. W. Huntley, the membership is fast increasing. It is our earnest desire to ever prove faithful in all of our undertakings. Knowing that this will be a small item for the Monthly, but it will be a starter for No. 19, and perhaps some of the other members will try and help the Monthly along. Yours &c., W.

MARSHALLTOWN, March 15, 1884.

EDITOR MONTHLY—

Marshall Division No. 4 is in a very flourishing condition. At the beginning of the year 1884 we had only thirty members; at the present writing we have thirty-five in good standing; five waiting for promotion, and five petitions in hands of investigating committees.

The brothers of this Divisions are all taking the MONTHLY, and think that it improves with each number. Bro. W. H. Voorhees is hard at work soliciting subscribers for it. We are all proud of our Division here and its officers, which are as follows.

C. C.—Ben. Cole,	C. I. Ry.
A. C. C.—F. M. Landon,	"
S. & T.—R. S. McMurray,	"
S. C.—C. H. Roe,	"
J. C.—Thos. Haley,	"
I. S.—M. Hayes,	"
O. S.—O. J. Worley,	"

Bro. E. D. Young, we are very sorry to say, has resigned the position of train master, which has been accepted by Bro. C. H. Norton, one of our old passenger conductors. Charley is a good man for the place, and is well liked by the boys. Mr. E. L. Dudley, our new general superintendent, and Mr. P. C. Eldridge, our new train dispatcher, are managing the road as it should be, and are appreciated by the employes. Yours in P. F., COME AGAIN.

LA CROSSE, Wis., February 11, 1884.

EDITOR MONTHLY—

From Wells, Minnesota. This is the headquarters of all freight men and engineers; it is located one hundred and fifty miles west of the Mississippi river on the S. M. Division of the C. M. & St. P. Ry. I will try and give you a list of our officers and men.

F. D. Underwood, Superintendent S. M. Division, J. G. Hortigon, Train Master, both good practical men, and our passenger men are E. G. Perkins and Wm. Egbert on east end; they run one hundred and ninety miles a day from

La Cross to Mankato, which constitutes one passenger Division. Our other Division is from Wells to Sioux Falls, D. T., E. Kalaher and J. Keeler hold down the passenger runs on the second Division. The names of the freight men on east end, E. H. Thomas, W. M. Kingsley, W. I. Summers, E. A. Stone, Frank Bingham, John Eundon, on regular runs ; extra men, Babcock Gaffy, M. Mason, I. Mason, F. C. Wells, A. Paul, H. A. Wells holds down the Mankato short line run, and Buffalo Bill still on the Lanesboro Pusher. Business very dull. More anon.

HOT HUB.

PROPER ENGLISH.

O, why shall we say caught, caught,
 As grammarians some say we ought ?
 Let us see
 How things be
 When this kind of teaching is taught :

The egg isn't hatched, it is haught ;
 One's trousers aren't patched, they are paught ;
 John and Jane are not matched, they are maught ;
 The door isn't latched, it is laught ;
 The pie wasn't snatched, it was snaught ;
 The cat never scratched, but scraught ;
 The roof wasn't thatched, it was thaught.

If English must this way be wrought,
 It soon will be snatched—that is naught.

—*Sunday Tidings.*

COMIN' THRO' THE RYE.

As Brown tottered in from the lodge late one night
 He was met by his sprouse at the door,
 Who, with feminine instinct, guessed his sad plight
 And wrought with the wanderer sore.

"Now, James you are drunk, and you can't enter here,"
 She cried, with a wearisome sigh.

"Oh, no, if you (hic) really think so my dear,
 You'll find (hic) it's all in your eye."

"Not at all, Mr. Brown, not at all, I repeat,"

His now angered sprouse made reply ;

"I know by the shake of your voice and your feet
 That the trouble is all in your rye !"

MISCELLANEOUS DEPARTMENT.

HOW THE BOYS DID IT.

At the last meeting of the Union Pacific Freight Conductors' Protective Society, the following question by Chairman Judge Gibbons, was put to the house :

Chairman : Supposing you were on a freight, bound east, and the dispatcher should order you to bring a car from the siding, said car being the middle car of fifteen cars on the siding, and no two cars coupled together, what would you do ?

Jack Kelley rose and made reply : I should cut my engine from the train and have my head and middle man go with the engine and switch out the car, while I should go to the office and tell the dispatcher I was all ready, and ask for help against No. 5. Upon resuming his seat Mr. Kelley was mildly rebuked by the Chair. Why, remarked Judge Gibbons, I am really amazed at your reply, but I hope you will profit by the opinions of some of the older brothers in the lodge, who are here to-night to reply to this question.

Dick Scanlan was the next to reply, and said : I should pull my train down over the switch and notify the dispatcher I could not back up my train, and therefore could not take the car.

Jack Flinn, rising, said : I'd tell Laramie my engine was not steaming, and that we could not pull another car.

Willie Entricken next stood up and after pressing the palm of his hand against the ceiling, in order to test the strength of the hall, thus did speak : I would not read the dispatch until I had got to Red Butler, when I would notify Bob Barter that my hind man got the message and lost it.

Frank Fuller was the next warbler. He said : Mr. Chairman and fellow laborers, when I was superintendent of the Laramie and Soda Lake railroad I never permitted my men—

Chairman : Brother Fuller you are evading the question. Brother Felix Monroe will please read the question, for Brother Fuller. Monroe having finished, Brother Fuller said he should inform the dispatcher, that he had no flat pins, and could not take the car.

Ed. Nash's turn came next. He said : I'd ask the dispatcher to have the next train following take it, that we had just time to make Harney for No. 4, and that if we didn't make it, we would get out of coal before reaching Laramie.

Bob Shingle said he would report to Laramie that his engine was short of water, and that he could not possibly take the car. Abe Lincoln here stood up and informed the Chair that he would examine the car, and if he found the end door open, he would report the car as unsafe to run.

At this point Judge Gibbons observed that it was a "long time between drinks" but that he would say just one word to the b'ys before adjourning.

Never, remarked the judge, do any unnecessary amount of switching to get out a car; scratch a match on the side of the car and throw your quid of tobacco in the oil box and send a message to R. W. B. saying the car is not safe to run. Do you mind?

We will now adjourn to meet in this place one week from to-night.—*Peck's Sun.*

[Many of our readers will remember one of the most pleasant features of our entertainment at the Railway Y. M. C. A. rooms in Kansas City, last fall, was the recitation of the following Poem, by a young lady, whose name has escaped us.]—EDITOR.

ASLEEP AT THE SWITCH.

The first thing that I remember was Carlo tugging away
 At the sleeve of my coat ;
 Pulling, as much as to say, "Come, master, awake,
 And tend to the switch. Lives now depend upon you.
 Think of the souls in the coming train,
 And the graves you are sending them to.
 Think of them, doomed every one to lie
 (As it were by your very hand)
 In yon fathomless ditch ;
 Murdered by one who should guard them from harm,
 Who now is asleep at the switch."

•

I sprang up amazed—scarce know where I stood,
 Sleep had o'ercome me so :
 I could hear the forest trees rustling
 As they by the tempest were tossed ;
 But, what was that noise in the distance
 That I could not understand ?

I heard it at first indistinctly,
Like the rolling of some muffled drum,
Then nearer and nearer it came to me,
And made my very ears hum ;
What light is this that surrounds me
And seems to set fire to my brain ?
What whistle that, yelling so shrilly ?
Ah ! I know ; it's the train.

We often stand facing some danger,
And seem to take root to the place.
So I stood—with this demon before me,
Its heated breath fanning my face.
Its headlight made day of the darkness
And glared like the eyes of some witch.
The train was almost upon me
Before I remembered the switch
I sprang to it, seizing it wildly,
The train dashing fast down the track ;
And on came the fiery eyed monster,
And shot by my face like a flash.

I swooned to the earth the next moment,
And knew nothing after the crash.
How long I lay there unconscious
Was impossible for me to tell ;
My stupor was almost a heaven,
My waking almost a hell.
For I then heard the piteous shrieking and moaning
Of husbands and wives.
Mothers dashed past me like maniacs,
Their eyes staring madly and wild.

My mind was made up in a moment,
The river should hide me away,
When under the still burning rafter

I noticed there lay a little white hand ;
I lifted the last log from off her
And quietly laid it aside,
And, while searching for some spark of life,
Turned the little face up in the starlight,
And recognized Maggie—my wife !

O God ! Thy curse is a hard one,
At a blow thou hast humbled my pride ;
My life will be one of endless nightmare,
With Maggie away from my side.
How often I'd sat down and pictured
The scenes in our long, happy life ;
How happy we'd be in our cozy and snug little nest,
How I should do all the labor,
And Maggie should all the day rest.

I fancied I stood on my trial,
The judges and the jury I could see ;
And every eye in the court room
Was steadily fixed upon me.
And fingers were pointed in scorn,
Till I felt my face blushing blood-red,
And I heard the words—
“ Hung by the neck until dead.”

Then I felt myself pulled once again,
And my hand caught tight hold of a dress,
And I heard, “ What's the matter, dear Jim ?
“ You've had a bad nightmare, I guess.”
And there stood Maggie, my wife,
With never a scar from the ditch.
I had been taking a nap in my bed,
And had not been asleep at the switch.

—GEORGE HOXY.

WHAT OUR EXCHANGES SAY OF US.

We have on our table No. 1, Vol. 1, of the *Railway Conductors' Monthly*, published at Elmira, New York. This new candidate for usefulness and fame in the inviting field of journalistic and fraternal literature is under the editorial control of Mr. C. S. Wheaton, who is the Grand Chief Conductor of the Order, assisted by Mr. S. H. Defries, who is Assistant Grand Chief Conductor of the Order. The Grand Secretary and Treasurer of the Order, Mr. W. P. Daniels, is the business manager of the *Monthly*.

We would be forgetful of ten thousand courtesies bestowed by *Railway Conductors* upon Locomotive Firemen if we did less than welcome, with right royal good will, the *Conductors' Railway Monthly* to our sanctum and to journalistic comradeship. We should be unfaithful to friendships, as true as ever sent warmth to the heart, a glow to the cheek, a sparkle to the eye, or tightened the grasp of a brother's hand, if we did less than to extend to Bros. Wheaton and Daniels, on this occasion, the right hand of fellowship, and wish their *Monthly* sunny skies, fair winds and tides and the largest measure of success. We have more than glanced through No. 1 of the *Conductors' Railway Monthly*. We have read with special satisfaction Brother Whenton's salutatory. It breathes the right spirit. It has the right ring. The Editor is not unmindful of difficulties which lie in the pathway of journalism, but he intimates that where there is a will there is a way, and at the head of a noble enterprise, established to subserve worthy and exalted aims in the interest of a body of men who are the peers of any other association on the continent, he pushes out into the stream with a courage worthy of a veteran, and if he ever strikes his flag it will be only on a Waterloo battlefield where Napoleons only surrender. He has with him, to stand by him, a business manager, who will see to it that the editor has assistance and sympathy, and the two, standing together on the watch towers of the Order, will have around them a body of men who know how to conduct the train and bring its *Monthly* into station and depot on time, and in a condition to reflect credit upon all concerned.

We were not unadvised of the purposes of the Order of *Railway Conductors* before their *Monthly* made its appearance. We knew it was designed to promote the welfare of its individual members, and thereby be of incalculable benefit to *Railway* owners. And the following preamble and resolutions, which formed part of the proceedings of the last annual convocation of the Order, justifies our high estimate:

WHEREAS, It is an established fact that the use of intoxicating liquors among railway conductors and other employes is a great evil and a serious drawback to them, and wherever it touches it leaves a stain; and

WHEREAS, All railway officers look with suspicion on any of their employes who use it in any form, and we know that the use of strong drinks has been the cause of the downfall of many a worthy railroad man, who was, in every way an honor to his profession; and

WHEREAS, We also believe there are numerous instances, but for this pernicious and fatal habit, many would have been promoted to higher and more responsible positions; therefore be it

Resolved, That we, the Grand Officers and Representatives of the Order of Railway Conductors, in Grand Division assembled, do hereby pledge ourselves, and so record our votes, to exert all honorable means to discourage its use among conductors, and our associate employes, either on duty or in the transaction of the business of our Order.

With such sentiments the Firemans Magazine is in full accord. Wherever there is a railway train in motion, in America, Canada or Mexico, there will be found a conductor, an engineer and a fireman, a trinity of railwaymen working together in the bonds of faith, hope and charity, each seeking the safety of his comrades and watchful of the important interests confided in them. Again: We extend to Brothers Wheaton and Daniels and their associates, the Order represented by THE RAILWAY CONDUCTORS' MONTHLY, the right hand of fellowship, wishing all health, happiness and prosperity, and their noble enterprise, the CONDUCTORS' MONTHLY, a prosperous career.—*Fireman's Journal*.

THE RAILWAY CONDUCTORS MONTHLY is the name of a new magazine published by the "Order of Railway Conductors." It is replete with interesting reading matter, interesting to the general public as well as the fraternity. The publication office is at Elmira, N. Y.—*Paris (Ill.) Times*.

The first number of the above named monthly has just been laid on our table. It is a neat, well arranged and carefully prepared magazine, and ought to command the earnest support and liberal patronage of all members of the order as well as the traveling public. We gladly place the monthly on our exchange list, and sincerely trust that a bright future may be in store for it. We notice by an editorial card that some Divisions so far have ordered but a single copy. Shame! *Success does not come in that manner*. Show by your work that you have an interest in the welfare and prosperity of your own enterprise, and there will be no question about its accomplishment.—*B. of L. E. Journal*.

THE RAILWAY CONDUCTORS' MONTHLY is the title of a new magazine, published at Elmira, N. Y., at the low price of \$1.25 per annum. C. S. Wheaton is editor, and W. P. Daniels is manager. This publication is issued in the interest and for the information of railway conductors, one of the largest, liveliest, and most wideawake branches of the railway service. How many railway conductors there are in the United States and Canada, in the absence of any statistics, we are unable to estimate. If only a comparatively small proportion of them will give this new monthly the support which, judging from the character of the specimen number before us, it deserves, the monthly will be a decided success.—*Standard Railroad Guide*.

The first number of THE RAILWAY CONDUCTORS' MONTHLY is upon our table, and it affords us great pleasure to bear testimony to its beauty in style, type and general appearance, as well as to the readable character of its contents. It is published by the "Order of Railway Conductors, and is edited by C. S. Wheaton, Esq., G. C. C., who gives evidence in the initial number of his ability

to do a great deal more than to run a railroad train or to preside over the deliberations of his order. We had the pleasure to receive a brief history of the causes which led to the publication of *THE RAILWAY CONDUCTORS' MONTHLY*, from our friend, Mr. Ryan, chairman of the executive committee of the order, and we are glad to see that so worthy a body of representative railroad men have an organ, which will judging from this number, properly protect and foster their interests.—*The Railroad Age*.

Vol. 1, No. I, of the *RAILWAY CONDUCTORS' MONTHLY*, published by the "Order of Railway Conductors," has been laid upon our table. It is a large, 8-mo 55-page magazine, handsomely printed and devoted to the interests of the above order, and is edited by C. S. Wheaton, Esq., Grand Chief Conductor of the order. It is filled with matter of much interest to all railroad conductors. Mr. W. P. Daniels, of this city, the Grand Secretary and Treasurer of the order, is associate editor and business manager. It is furnished at \$1.25 per year, which is a very low price, considering the large amount of reading matter it contains. In fact, it is less than the cost of publishing, unless they secure a very large subscription list. The Order under whose auspices it is published, and of which it is the official organ, is one of the leading organizations of the country, and is most influential in elevating the standard of morals and efficiency in the railway service, being composed and controlled by men of character, influence and ability. We extend our best wishes, not only for the success of the *MONTHLY* but for the order as well.—*Cedar Rapids Gazette*.

The "Order of Railway Conductors," has commenced the publication of a monthly magazine, the first number of which was issued January 1, 1884. It is a fifty page magazine, printed on fine paper and clear type. The *Gazette Company of Elmira, N. Y.*, have the contract for printing it the first year. A large package of the first number was started for Galesburg, but it got caught in a railway disaster, and was burned up with a lot of other mail matter. Hence the delay in its reaching its friends and subscribers here. C. S. Wheaton is editor. E. H. Belknap is one of the contributors to its pages. Some idea can be formed of the number of men engaged as "conductors" on the numerous railways of the country, when it is stated that there are 112 subordinate divisions of the Order, with division headquarters at as many different points where railroad business requires them, as at Galesburg, to live or report. These railway trains are absorbing, as conductors, engineers, baggagemen, firemen, and brakemen, some of the best mental and physical ability of the country. There may occasionally be found some who have no ambition above being a roustabout, and no sense of responsibility, but they soon drop out, for the companies cannot afford to employ such. But those who "stick," and make train work a business, are men who would succeed and rise in any calling. The business requires that they should be men of character, of firmness, quick decision, judgment and endurance. The following is one of Mr. Belknaps poems in the January number, and is as fine as any in the language.—*Galesburg Press*.

IN MEMORIAM.

Died at his residence, No. 209 West Chemung Place, Elmira, N. Y., on Saturday, March 8th, 1884, Mr. James W. Bowman, in the 65th year of his age. He leaves a widow and five children, the latter are Wallace E., Ella M., Charles L., William J., and Frankie B., now the wife of C. S. Wheaton, Esq., editor CONDUCTORS' MONTHLY.

Mr. Bowman was born at Littleton, Grafton county, New Hampshire, and came to Elmira in 1859, and since that time has been engaged in lumbering and mining in southern New York and Pennsylvania.—*Sunday Telegram.*

We, who knew him best, can testify to his genial, unselfish nature : quietly he pursued the way his business instincts pointed out to him, and in his honest, straightforward manner of dealing, he made friends of all with whom he came in contact. He was a kind indulgent father, trying, at all times, to instill into the minds of his children, that truth and honesty were the maxims that had been his guiding star through life, and it is seldom you find a household bound closer together by those endearing family ties as was that of Mr. Bowman. The five children, now grown to manhood and womanhood, have known no other home, and the first break in the happy circle comes with crushing weight to the sorrowing family.

To us, personally, he was always a kind friend, taking a deep interest in our success and that of our Order, and after the establishment of the Monthly, took an especial interest in its success, and even up to the last week of his illness he was solicitous for its welfare. His kind expressions of sympathy and advice we can never forget. We miss his face at the table, and his kind fatherly words of counsel to us in our quiet evening circle. He has left to his children and friends an example worthy of emulation, and we believe he passed away leaving not one enemy behind. He died as he had lived, for with a full knowledge of his condition he met death calmly and bravely.

“Like one who wraps the drapery of his couch about him
And lies down to pleasant dreams.”—EDITOR.

MENTIONS.

—We are in receipt of a beautiful calendar by the hand of Mr. W. F. Sherwin, Traveling Passenger Agent of the M. C. R., showing the age of progress, and the neatest advertising card we have ever seen. We certainly appreciate the present, and more especially as coming from a line that has been so uniformly kind to the Order as has been the M. C. R.

—We are pleased to note that an old friend, Mr. James Day, has completed his arrangements and has thoroughly refitted and refurnished the Bracket House, Rochester, N. Y. Jimmy is one of the old time Railroad boys, having had charge of both ends of the train on the Central Hudson Railway. You will always find the boys at the Brackett hereafter

—On Wednesday, March 26, we will move our office from 212 East Water street to No. 104 Lake street, and will be located in what will be known as the *Gazette Building*. Through the kindness of Mr. Soper, the energetic business manager of the *Gazette*, we will after that date have our office and composing room joining each other in the same building, which will make it much more convenient for all concerned, and we get the rooms for a mere nominal increase in rental. Please note change of address.

—We expect to leave home on Friday morning, March 28th, for Des Moines, Iowa, to attend the Union Meeting, held there on March 30th, under the auspices of Division No. 38. Brothers H. Hurty, C. A. Millard and C. A. Wood have promised to accompany us. We are also due in Milwaukee on April 6th, to attend the Union Meeting held in that city on the above date, under the auspices of No. 46; we go from thence to Galion, Ohio and Pittsburg, Pa., to organize a Division at both places before our return home. We expect to be absent from March 28th to April 15th. Our correspondence will be somewhat delayed, but Brother Shew will attend the changes in our mailing promptly, as he now has charge of that department.

—In a recent accident on the S. G. & C. Ry., conductor William Tullett was quite severely injured but we are glad to learn is in a fair way to recover permanently. He was standing between the tank and engine when they struck a rock nearly as large as a box car; his engine was killed instantly, and the fireman badly injured, and the conductor Tullett's escape was almost miraculous. Since writing the above we learn that Tullett received severe internal injuries from which he may not recover.

—We do not expect to hear any more the name U. I. & E. Ry., as its name is now changed to Elmira, Cortland and Northern. Under the able management of Mr. A. A. McLeod, General Manager and Mr. George Sadler, Superintendent, this line is fast taking rank with the best. Both gentlemen deserves great credit for the improvement made during the year.

—We are requested to notify all Divisions to guard against receiving petition for membership from one F. P. Brand, late conductor on the Chicago and Northwestern Railway, who has been discharged from their service for keeping tickets and not returning them to the auditing department of that road, but selling them for his own benefit—an offense that is one of the most unpardonable of any that a conductor can be guilty of. This man and his like are more to blame for the frequently condemned spotter system than those who employ. We dislike the spotter as bad as any one can, but we cannot blame officers for employing some one to look after their interests, as in cases like the above. No railway conductor can but commend, as such men should have no recognition in any branch of the service, and the officers of the C. & N. W. Ry. are to be congratulated in that they have been successful in driving this man from the service, and I am sure that our profession, one and all, sustains any officer who drives this class of men from their employ.

—We are arranging for a page of advertising from Professor Allen, of Allen's Business College, located at Elmira, N. Y. Those who are interested will find it to their interest to write him.

PERSONAL.

—Bro. Thomas W. Carhart, of Division 42, was a pleasant caller at our office the other day. He is now running an engine for the Chicago and Atlantic Ry., and is located at Huntington, Indiana.

—Brother A. S. Knapp, of Division No. 9, is still with the I. B. & W. R. R., and has a pleasant passenger run between Indianapolis and Columbus. The boys all wish Gus success.

—Mr. D. R. Ennis, formerly Superintendent Ohio Middle and O. S. Divisions J. B. & W. R., has resigned to accept the position as General Superintendent of the Cincinnati, Van Wert and Michigan Railway, which is in process of construction, and bids fair to be a good line when completed. It will run from Cincinnati to Jackson, Michigan, and perhaps Chicago. They now have eighty miles in operation, and is being pushed to completion as fast as the weather will permit.

—Bro. A. J. Wood, formerly of the N. C. R., lately with the Wabash, and located at Andrews, Indiana, was a pleasant caller at our office the other day. He is now at his farm near Columbia Cross Roads, Pa. He has been suffering for a long time with a broken arm, but is able to use it some now.

—We are pleased to note the promotion of Bro. P. A. Murphy, of Southern Tier Division, No. 10, to the position of Train Master on a portion of the B. C. R. & N. Ry, vice W. B. Craw deceased. Shake, my brother. We congratulate you. Bro. Murphy, by the way was formerly one of our collaborators on the N. C. R.

—Several communications are crowded out again this month. Don't be discouraged brothers, we put in all we have room for. We will get around after a while if you are patient.

—Bro. A. A. Pattengill, who has been for the past twenty years with the N. Y. L. E. & W. Ry., is now with the N. Y. W. S. & B., and located at Jersey City.

—We regret to learn that Bro. W. A. Webster, of No. 13, has been quite ill, and has been laid up for two or three weeks. We hope ere this he has resumed his run again.

—Mr. Ganung, whose advertisement appears in another part of our Monthly, makes a very generous offer of twenty per cent. of all receipts from cards ordered to the amount of \$1.50 or more, on or before May 1st, to the widow of our late Bro. E. J. Clark, of Cleveland Division, No. 14. Please notify the Editor by postal of all amounts sent to Mr. Ganung. He has already handed in a substantial gift for the above object.

—Bro. George Dewey, so long with the N. C. R., Baltimore Division, has left the service of that company and is now engaged in the coal business in the city of Baltimore. Bro. Dewey will have the best wishes of all the brothers for his success in the business.

—Bro. Woods, formerly of the C. B. & Q., and a member of Belknap Division No. 96, was a pleasant caller at our office on March 20th. We were pleased to meet him, although his visit was short. We hope he will call again.

—Bro. A. G. Post is again on deck and in charge of his train. He has been laid up two weeks with a sprained ankle, and it appears to us now that we heard something about roller skates in connection with it!

CIRCULAR NO. 5.

BROTHERS: The following are reported:—

Reinstated—By Valley City Division No. 58, John V. Doudna, Jan 25th.

Suspended—By Daniels Division No. 19, A. G. Bodley, Jan. 27th, for non-payment of dues.

By St. Louis Division No. 3, Feb. 24th, C. Monserrat and T. A. McNamara, for non-payment of dues.

By Priest Division No. 56, Jan 21st, Edward Mackinley and Wm. J. Chambers for non-payment of dues.

Expelled—By Union Division No. 13, Feb. 18th, J. Counter, for fraud.

By St. P. & M. Division No. 40, March 2nd, Wm. Davis, for violation of obligation.

By Baraboo Division No. 68, March 3rd, R. A. Peck, for fraud.

Division Card No. 787, issued Dec. 10th, 1883, to Geo. Howard, has been stolen. If presented please take up and return to me.

The following assessment notice has been issued since the last circular:

Notice of Assessment No. 26 and 27. Time for Payment Expires March 30, 1884.

NAME.	DIVISION.	DIED.	CAUSE.	AMT.	PAID TO.
Frank A. Thrasher.	Central, No. 43.	Jan. 29th.	Crushed couple of yrs.	\$580.00	R. B. Thrasher.
Sidney W. Jackson.	Antrim, No. 27.	Feb. 3d.	Typhoid Fever.	520.00	Catherine Jackson

The above amounts were paid February 27. You will please forward TWO DOLLARS to me within thirty days from the date of this notice, in accordance with Article XII. I regret to inform you that fifty-three members forfeited on Assessment No. 25, leaving but 529 members February 3. I sincerely hope that all will reinstate themselves and that Mrs. Jackson may yet receive the full amount, which should be \$582. TWO assessments being paid in advance, the full amount was paid for the death of Brother Thrasher. Division Secretaries will please see that every member of the Association receives notice of these assessments.

Twenty-four of the delinquent members of the Insurance Association have reinstated themselves, and there are six hundred and twelve members in good standing, and nineteen have until May 15th to reinstate themselves.

Please note that both benefits were paid in *less than thirty days from the date of death*. The first one in full, and the second one nearly so, and it is likely that Mrs. Jackson will receive the full amount of \$582. Yours truly in P. F.,

WM. P. DANIELS, Grand Secretary.

Tioga and Elmira State Line Railroad.

Arrangement of Passenger Trains, July 15, 1883.

GOING NORTH.			GOING SOUTH.			GOING NORTH.			GOING SOUTH.				
6	4	2		1	3	5	6	4	2		1	3	5
Acc.	Mail.	Ex.	STATIONS.	Mail.	Ex.	Acc.	Acc.	Mail.	Ex.	STATIONS.	Mail.	Ex.	Acc.
P. M.	P. M.	A. M.		A. M.	P. M.	A. M.	A. M.	P. M.	A. M.		A. M.	P. M.	A. M.
5 25	8 45	8 55	Ar. Elmira Dp.	9 40	5 40	6 15	2 40	7 06	7 19	Tioga Junction	11 10	7 29	9 08
5 15	8 40	8 50	Erie Junction	9 45	5 45	6 20	3 35	7 03	7 15	Mitchells	11 13	7 32	9 13
5 06	8 30	8 40	S. L. Junction	9 54	5 55	6 40	2 30	7 00	7 12	Old Station	11 16	7 35	9 18
4 50	8 20	8 30	Wells	10 03	6 05	6 55	2 25	6 55	7 08	Tioga	11 22	7 40	9 37
4 42	8 16	8 26	Seeley Creek	10 08	6 10	7 03	2 17	6 49	7 03	Berry's Bridge	11 25	7 43	9 42
4 34	8 11	8 22	State Line	10 12	6 15	7 10	2 07	6 43	7 59	Mill Creek	11 30	7 48	9 55
4 25	8 05	8 16	Millerton	10 17	6 20	7 25	1 52	6 36	8 49	Lamb's Creek	11 38	7 56	10 10
4 12	7 58	8 09	Trowbridge	10 24	6 25	7 40	1 40	6 25	8 40	Mansfield	11 50	8 05	10 55
4 00	7 52	8 03	Summit	10 30	6 33	8 03	1 30	6 20	8 31	Canoe Camp	11 55	8 10	11 05
3 35	7 43	7 55	Thompson's	10 38	6 41	8 16	1 10	6 13	8 28	Covington	12 03	8 17	11 15
3 20	7 35	7 46	Tioga Junction	10 46	6 50	8 30	12 40	6 00	8 15	Dp. Blossburg Ar.	12 15	8 30	11 35
3 15	7 32	7 43	Somers Lane	10 49	6 53	8 34	12 00	5 50	8 15	Ar. Blossburg Dp.	1 00	8 30	11 35
3 05	7 25	7 35	Ar. Lawrenceville	10 55	7 05	8 42	11 30	4 50	8 55	Arnot	1 25	8 50	
2 55	7 20	7 30	Dp. Lawrenceville	11 00	7 20	8 55	11 00	4 20	8 40	Landrus	1 50	9 10	
2 45	7 09	7 20	Somers Lane	11 07	7 26	9 03	10 10	4 05	8 30	Stone's Mill	2 10	9 25	
							10 30	3 50	8 23	Turner's	2 20	9 35	
							10 20	3 45	8 20	Dp Hoytville Ar.	2 25	9 40	

Additional trains for Hoytville leave Blossburg at 6:15 A. M.

Train 2 connects at Elmira with N. C. train south, arriving at Williamsport 12:16 noon. Train leaving Williamsport 3 P. M. and arriving at State Line Junction 5:30 P. M. connects with train 3 going south. Train 2 also connects with Monitor going east and L. V. train south at 9 A. M.

All trains connect with the Coming, Cowanesque & Antrim Railway at Lawrenceville.

C. C. DRAKE, Gen. Pass. Agt.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 297, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1431 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTOR.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meet 2d Sunday in each month at 10:30 a. m., cor. Milwaukee ave. and Green-st.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets every Monday at 8:00 p. m., over 233 Michigan-st.

St. Louis Div. No. 3, St. Louis, Mo. C. C., C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sundays in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., R. S. McMurray, Marshalltown, Ia. Meets first Sunday in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st., Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets 1st and 3d Mondays of each month at 9:30 a. m., and 2nd and 4th Saturday at 8 p. m. during summer, and 7:30 p. m. in winter, Knapp's hall, Holiday-st. opposite City hall.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Sundays at 7:30 p. m., in B. of L. E. hall, Whitcomb block.

Houston Div. No. 7, Houston, Tex. C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 181 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fanin-st.

Rochester Div. No. 8, Avon, N. Y. C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets 1st and 3d Sunday of each month in hall corner of State and Church streets, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 46 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 212 E. Water Street, Elmira, N. Y. Meets 2d and 4th Sundays in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sundays in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., J. C. Weeks, Emporia, Kansas; Sec., C. M. Hatfield, Lock Box 314, Emporia, Kansas. Meets in Masonic Temple 1st and 3d Sunday in each

month at 2 p. m., at S. E. corner 5th and Merchants sts.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, Scranton, Pa.; Sec., P. J. Duffy, 1602 Price street, Scranton, Pa., West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.

Union Div. No. 13, St. Thomas, Ont. C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 365. Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thiemann, 375 Detroit street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5 Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sundays in each month, in K. of P. hall, cor. St. Clair and Phelps-sts.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514 York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec., W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ill. C. C., W. H. Gehman, Cairo, Ill.; Sec., J. H. Decker, Cairo, Ill. Meets every Sunday at 3 p. m., corner 6th and Commercial ave.

Daniels Div. No. 19, Elkhart, Ind. C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 8 p. m., Old Masonic hall, Main-st.

Garfield Div. No. 20, Collinwood, O. C. C., D. H. Rogers, box 239, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio. Meets in B. of L. E. hall, Collinwood st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 116 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.; Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sundays in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.

RAILWAY CONDUCTORS' MONTHLY.

Sylvania Div. No. 23, Cattawissa, Pa. C. C., Joseph H. Martz, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sundays in each month at 1 p. m., News Item hall, Main street.

St. Albans Div. No. 24, St. Albans, Vt. C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.

Maple City Div. No. 25, Ogdensburg, N. Y. C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesdays in each month at Goodrich Hall.

Marford Div. No. 26, Toledo, O. C. C., B. F. Gallatin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Janesville, Michigan. Meets 1st Monday in each month at 7:30 p. m., and 3d Sunday at 2:30 p. m., on 3rd floor over No. 241 St. Clair street.

Arnum Div. No. 27, Hamilton, Ont. C. C., A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Ogalvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Saturdays in each month at 7:30 p. m.

Carver Div. No. 28, Atchison, Ks. C. C., F. B. Gove, Box 632, Atchison Kansas; sec., H. E. Waldron, 608 Spring st., Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.

Randolph Div. No. 29, Brockville, Ont. C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont. Meets 1st and 3d Mondays in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.

Ozark Div. No. 30, Springfield, Mo. C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Mondays in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.

Star Div. No. 31, Burlington, Iowa. C. C., Wm. C. Cross, box 225, Burlington, Iowa.; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.

Keystone Div. No. 32, Meadville, Penn. C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Thursday at 1 p. m., in K. of P. Hall, Water street.

Clinton Div. No. 33, Clinton Iowa. C. C., Henry Case, Clinton, Iowa.; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sundays in each month at 11 a. m., in B. of L. E. Hall, 4th Street.

Boone Div. No. 34, Boone, Iowa. C. C., E. S. McGee, Boone, Iowa.; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sundays in each month at 11:00 a. m., Story street between 7th and Eighth streets.

R. Law Division No. 35, North Platte, Neb. C. C., A. B. Wyman, North Platte, Neb.; sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesdays in each month at 2 p. m., I. O. O. F. Hall, Spruce street.

Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., Charles Miliken, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 7 p. m., I. O. O. F. Hall, Union Ave.

Delaware Div. No. 37, Phillipsburg, N. J. C. C., Jacob H. Jones, Phillipsburg, N. J.; sec., Sam Phillips, box 519, Phillipsburg, N. J. Meets 1st and 3d Sundays in each month, B and D Depot building.

Des Moines Div. No. 38, Des Moines, Iowa. C. C., Wm. H. Given, Des Moines, Iowa.; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.

Hannibal Div. No. 39, Hannibal, Mo. C. C., W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sundays in each month, hall on Broadway.

St. Paul and Minneapolis Div. No. 40, St. Paul, Minn. C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., Fred L. Chase, 587 Lafayette avenue, St. Paul, Minn. Meets 1st and 3d Sundays in each month at 371 Jackson street.

Stanchfield Div. No. 41, Chicago Ill. C. C., C. Carnahan, 449 51st St., Chicago, Ill.; sec., E. J. Denis, 355 47th st. Chicago Ill. Meets 1st and 3rd Monday of each month at 2 p. m., B. of L. E. Hall, 5442 State street.

Trenton Div. No. 42, Trenton, Mo. C. C., E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sundays in each month at 4:30 p. m., corner Water and Elm streets.

Central Div. No. 43, East Syracuse, C. C. Wm. Morris, East Syracuse, N. Y.; sec., L. H. Grover, East Syracuse, N. Y. Meets every Thursday at A. O. U. W. Hall, 7:30 p. m., Manlius street.

Denver Div. No. 44, Denver Col. C. C., G. W. Dwinell, 622 Lawrence street, Denver, Col.; sec., A. Wilder, Room C, Union Depot, Denver, Col. Meets 2d and 4th Sundays in each month at 511 1/2 Larimer street.

Chapman Div. No. 45, Oneonta, N. Y. C. C., R. A. Mead, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st and 3d Sundays of each month at 6:30 p. m., I. O. O. F. Hall.

Milwaukee Div. No. 46, Milwaukee, Wis. C. C., Wm. J. Durbin, 720 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Milwaukee, Wis. Meets 1st and 3d Sundays in each month at 296 West Water street, at 2 o'clock p. m.

North Star Div. No. 47, Winnipeg, Man. C. C., Thos. R. Simpson, care C. P. R'y, Winnipeg, Man.; sec., R. T. Young, No. 1 Gladstone st, Winnipeg, Man. Meets 2d Tuesday and 4th Friday in each month at 7:30 p. m., hall on corner Main and Common sts.

International Div. No. 48, Detroit, Mich. C. C., John F. Ryan, D. G. H. & M. R'y, Detroit, Mich.; sec., James Anderson, box 557, Windsor, Ont. Meets every Friday at 7:00 p. m.

Moberly Div. No. 49, Moberly, Mo. C. C., J. J. Lonergan, Moberly, Mo.; sec., Seth Palmer, box 1330, Moberly, Mo. Meets 1st and 3d Sundays and 2d and 4th Wednesdays in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.

Hartford Div. No. 50, Hartford, Conn. C. C., Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn.

Royal Div. No. 51, Longview, Texas. C. C., A. N. Smith, Longview Texas.; sec., George Clark, Longview, Texas. Meets 1st and 3d Sundays at 8 p. m., Lodge Building, Longview, Tex.

Neversink Div. No. 52, Port Jervis, N. Y. C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.

Lone Star Div. No. 53, Denison, Texas. C. C., Wm. Moon, Denison, Texas.; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sundays in each month, I. O. O. F. Hall, Main street.

New York City Div. No. 54, New York City, N. Y. C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City.; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d and 4th Monday in each month at 12:30 p. m., 300 Eighth avenue.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C., Ed. Coman, 905 West 13th street Kansas City, Mo.; sec., A. T. Sholes, box 74

RAILWAY CONDUCTORS' MONTHLY.

- Wyandotte, Kansas. Meets 2d and 4th Sundays in each month at 2:00 p. m., 1215 West 9th street.
- Priest Div. No. 56, Albany, N. Y.** C. C., Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meets 1st and 3d Mondays at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, Fort Worth, Texas.; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sundays in each month in K. P. hall, Main street, between 2d and 3d.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., John C. Fox, Cedar Rapids, Iowa.; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st Sunday in each month, 10:00 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. C. Hale, 1,914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia, Mo.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sundays in each month, Hammond building, op. C. M. & S. P. R'y Depot.
- Leflett Div. No. 62, Bucyrus, Ohio.** C. C., W. D. Burr, Bucyrus, Ohio.; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sundays in each month, in Maile and Deal's block.
- Thurbar Div. No. 63, North McGregor, Iowa.** C. C., Wm. P. Hancock, North McGregor, Iowa.; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sundays in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C., James Donlin, 80 West 13th street, Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C., John W. Malloy, Nickerson, Kansas.; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meets 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickbaugh, Keokuk, Iowa.; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sundays in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa.; sec., Frank Sheridan, 114 Seventh street., Dubuque, Iowa.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., W. Simons, Baraboo, Wis.; sec., Charles A. Ballard, Baraboo, Wis. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d street, third door west of post-office.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening at I. O. O. F. Hall.
- Montezuma Div. No. 70., Las Vegas, N. W.** C. C., J. A. Wisner, Las Vegas, New Mexico.; sec., A. P. Gatchell, Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. Hall, 312 1/2 R. R. ave.
- Wheaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York.; sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Fridays in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillon, Fargo, Dakota.; sec., Curtis H. Baker, box 734, Fargo, Dakota. Meets 2d and 4th Sundays of each month at 3:30 p. m., in Masonic Hall, Fargo, D. T.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C., Robert Bycraft, Box 531 Asthabula, Ohio.; sec., J. W. VanEpps, Asthabula, Ohio.
- Henwood Div. No. 74, Decatur, Ill.** C. C., Geo. W. Webb, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill. Meets 1st and 3d Saturday evenings in each month, in K. P. hall, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C., J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., J. H. White, 704 Austin ave. A. C. C., C. Spangler, San Antonio, Texas.; sec., B. Sinclair. Meets 1st and 3d Sunday of each month 10 a. m. in Odd Fellow's hall, San Antonio, Texas.
- Palestine Div. No. 77, Palestine, Texas.** C. C., J. D. Smullen, Palestine, Texas.; sec., Geo. S. Hayden, Palestine, Texas. Send all communications to Bro. Smullen until further notice.
- Robinson Div. No. 78, Savanna, Ill.** C. C., J. M. Babcock, Savanna, Ill.; sec., C. Westcott, Savanna, Ill. Meets 2d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill. Meets 2d and 4th Sundays in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton streets.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., Samuel F. Keller, Harrisburg, Penn.; sec., W. S. Hemperley, Harrisburg, Penn.
- Friendship Div. 81, Beardstown, Ill.** C. C., B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C., C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sundays in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., E. H. Belknap, Galesburg, Ill.; sec., Maurice Fliam, 22 W. Knox Street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Perry, Iowa.; sec., Chas. W. Lackey, p. o. box 330, Perry, Iowa. Meets 2d and 4th Sunday of each month at 2 p. m.
- Aztec Div. No. 85, Williams, Arizona Territory.** C. C., J. F. Wood, Williams Arizona Territory.; sec., L. W. Roberts, Williams, Arizona Territory. Meets first and third Sundays in each month, at 2 o'clock, p. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich. Meets 2d and 4th Sunday of each month in Old Fellows hall. Wm. Gibson agent for "Monthly."
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C., George H. Thomas, Bloomington, Ill.; sec., Dan Donahue, 603 North Mason Street, Bloomington, Ill.
- DeFries Div. No. 88, River DeLoupe, P. Q.** C. C., John Barry, Box 21, St. n. 1 Quebec, P. Q.; sec., A. Moreau, Box 26, South Quebec, P. Q.
- Monon, Div. No. 89, Louisville, Ky.** C. C., George Guess, New Albany, Ind.; sec., S. F. Randall 909 East Jefferson Street, Louisville, Ky.
- Waseca Div. No. 90, Waseca, Minn.** C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., C. T. Moore, The Dalles, Oregon.; sec., W. O. Mohler, The Dalles, Oregon.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., Geo. Lickert, 439 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets every Monday afternoon at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.
- Sioux City, Div. No. 93, Sioux City, Iowa.** C. C., John Shipman, Sioux City, Iowa.; sec., Wm. H. Monty, St. Paul, Minn.

RAILWAY CONDUCTORS' MONTHLY.

Altoona Div. No. 94, Altoona, Wis. C. C. Frank Briggs, Altoona, Wis.; sec., J. M. Winterstein, Altoona, Wis. Meets 1st and 3d Sunday in each month.

Harvey Div. No. 95, Red Cloud, Neb. P. H. Lyman, 608 North Sixth St., Atchison, Kansas; sec., C. H. Sayer, Box 313 Red Cloud, Neb.

Belknap Div. No. 96, Aurora, Ill. C. C. M. T. Hinkley, Box 1431 Aurora, Ill.; sec., C. D. Rosseter, Box 767 Aurora, Ill. Meet at 3 p. m. 1st and 3d Sundays in each month, at No. 13 S. Broadway.

Roodhouse Div. 97, Roodhouse, Ill. C. C. Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Winsett, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st Monday and 3d Sunday in each month at 1 p. m., in I. O. O. F. hall.

Montgomery Div. No. 98, Montgomery, Ala. C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCouts, No. 132 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.

Milbank Div. No. 99, Milbank, Dakota. C. C., E. H. Faryo, Milbank, Dakota, sec. Fred Camp, Box 219, Milbank, Dakota, Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sundays in each month.

Hollingsworth Div. No. 100, Columbus, Ohio. C. C., A. Bullman, Exchange Hotel, Columbus, Ohio; sec., H. C. Feltrow, Columbus, Ohio.

Mattoon Div. No. 101, Mattoon, Ill. C. C., M. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 p. m. and 3d Sunday at 1:30 p. m. of each month in K. P. hall, Mattoon, Ill.

Oshtemo Div. No. 102, Grand Rapids, Mich. C. C., Geo. Higgins; S. & T., C. M. Litts. Meets at Grand Rapids, Mich.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C., Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Leffer, Bates House, Indianapolis, Indiana. Meets once each week, time and place specified hereafter.

Millard Div. No. 104, Middletown, Orange Co., N. Y. C. C., J. E. Brazee, Middletown, Orange Co., N. Y.; S. & T., D. D. Brink, Pine Bush, Orange Co., N. Y.

Ogilvie Div. No. 105, Meridan, Miss. C. C., Mack Lawrence, Meridan, Miss.; S. & T., R. E. Harris, Meridan, Miss.

Rock Island Div. No. 106, Rock Island, Ill. C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, Rock Island, Ill. Meet in Engineer's hall, 1st Monday at 7:30 p. m., 3d Sunday at 2 p. m. of each month.

Queen City Div. No. 107, Cincinnati, O. C. C., Frank E. Matlack, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 33 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth st's, Cincinnati, O.

Crescent City Div. No. 108, New Orleans, La. C. C., L. Humphrey, care of L. & N. Ry., New Orleans, La.; S. & T., J. A. Holden, 505 Chartres st., New Orleans, La. Meet 1st and 3d Sundays in each month.

Los Angeles Div. No. 111 Los Angeles, Cal. C. C., O. S. Putnam; S. & T., A. Merifield, Los Angeles, Cal.

Centralia Div. No. 112, Centralia, Ill. C. C., T. J. Wright, box 419; S. & T., J. L. Davis, box 297, Centralia, Ill.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.

AUTUMN ARRANGEMENT, Takes Effect Monday, Sept. 24, 1883. TWO TRIPS DAILY, EXCEPT SUNDAYS.



AFTERNOON BOAT.		MORNING BOAT.	
Leave Watkins	1:30 P. M.	Leave Geneva	7:47 A. M.
Glenora	1:40 "	Day's	8:35 "
North Hector	2:00 "	Ovid-Willard	9:05 "
Lodi	2:30 "	Long Point	9:20 "
Long Point	2:45 "	Lodi	9:35 "
Ovid-Willard	3:00 "	North Hector	10:05 "
Day's	3:30 "	Glenora	10:25 "
Arrive at Geneva	4:30 "	Arrive at Watkins	1:10 "

Boat leaving Geneva at 7:47 a. m. and Watkins 1:00 p. m. carries U. S. Mail and Express.

W. B. DUNNING, Supt., Geneva, N. Y.

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Chicago, Milwaukee, Albert Lea and Southern Minnesota Points
Chicago, Milwaukee, Mason City, Mitchell and Chamberlain
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RAILWAY CONDUCTORS'
MONTLY.

Vol. I.

ELMIRA, N. Y., May 1, 1884.

No. 5.

THERE IS NO GOD.

Then all these prairies and hills, even these grottoes, and bowers,
The buds on the trees and the sweet beautiful flowers,
The fresh blades of grass, every bright germ of spring,
Every bird of the forest and every note which they sing,

One and all come by chance, and the sands by the sea
Have a soul just the same as you and me.
For they all come from nature, or from some unknown cause
No Creator, no God, and no governing laws.

Beautiful, beautiful thought, that when death calls this way,
And the poor debt of nature we are called on to pay,
We are laid in the dark grave, 'mid the coffin and pall
The last gift, no hereafter life, only death, that is all.

No design in creation; to live and die is our lot,
The question seemeth well meant, created for what?
The answer never given, science fails to portray
One faint hope for this life, or the future to day.

Some claim as science progresses, and all things are made new,
The teachings of the Bible seem really crude, untrue,
That well appointed laws controlling all things known,
Date earlier than creation, a creator or a throne.

New discoveries daily crawling out of the mire and mud,
And the old, old story, 'even of Noah and the flood.
Some disbelieve entirely of the ark being built at all ;
Creation was too plentiful, the old boat was too small.

And the story of the Savior's coming, they claim must be untrue,
Because the crosses of this life seem so hard to me and you.
If God created every child and Christ can save each one,
Then the victory is ours at last, nothing more need be done.

If every creature knew to-day, without a shadow of doubt
What God created all things for, what He was thinking about,
That He who created would also save even one who gave us breath,
And the gift of His only Son saved us from sin and death.

Without any recompense from us, no debt we have to pay,
Then science, art and religion too, would languish every day.
Refute the Bible all you will, God's redemption if you can,
But ponder well, and leave us some better, safer plan.

A ruler so stern, so cruel, unjust, we hear it day and night,
But whoever rules this world, views it in a different light.
The inevitable laws are binding, yet view them the best you can,
He tempers justice with mercy, alike to every man.

I had rather believe there is a God, who doeth all things well ;
I had rather believe there is a Heaven, while believing there is a hell ;
I had rather live and try to do right, and trust in a Savior's word,
Than believe in chance, and trust to one, of whom I never heard.

When the bright sun shines, sweet spring showers come, the violets
bloom again,
As I walk along the roadside, I would just ask one of them,
If by chance they came and blossomed in this fair world of ours ;
Were it not I would hate to be rebuked by those beautiful little flowers.

I would rather believe in a Savior's love, the story of a chastening rod,
Than to write all the words that were ever written to prove there is no God.
I had rather be as I am a sinner, treading on as I have before
And think perhaps I yet may knock, and some one open the door,

Than to feel the Bible must be untrue, that the story of Jesus love
 Was a fable written for you and me, by our Heavenly Father above.
 If life might end when this body tires out, the last of you and me
 It would matter not much, but the journey is long to the end of Eternity.

This life is what we make it ourselves, the next is nearly the same :
 We enter the last as we leave the first, and no one but us to blame.
 We think God owes us all we have, but herein lies the sin,
 For it takes us a long, long time to learn we are everything to Him.

Then think well before you tell as you gaze on the Heaven above,
 There is no God who created you, no Savior to tell His love.
 Be sure as you watch the green grass grow, and the tiny flowers so rare,
 You see not the hand of God, and a Father's tender care.

E. H. B.

THE DRUNKARD'S DREAM.

[This article was composed by an engineer. He had never had the benefits of an education, but is a devoted reader and writes considerably. Some of his pieces have appeared in the *Breakfast Table* before. The piece printed here is certainly beautiful, and we are bold enough to declare that parts of it would not disgrace the rhetorical versatility of Shakespeare or the imagery of DeQuincy.—[ED. BREAKFAST TABLE, *Williamsport, Pa.*

O, tempting wine, thou art the key,
 That unlocks the gates to misery.

How beautiful thou wert within the glaring glass, though thou wert the very liquid dye that branded my poor soul ; that kept me from the pedestal of fame, and plunged me headlong into this infernal gulf, where serpents coil around my limbs and sting my soul to death. To death? No! Were this but death and nothing more I would soon flee the curse, but thoughts like these are torture, for such a joy can never shine within these realms of woe. Mortality is gone, and yet I live 'mid shrieks of agony, where scorpions' stings are never healed, and serpents' fangs are never dulled. Oh, could I have dreamed a dream like this, that warning may have been given, that which had forbid my feeble hand to convey the glittering juice to my lips, what infelicity I had missed. To touch the glass, to taste the fiery contents, is to secure the appetite which overpowered reason, and stamps the mark of execration upon the heart. Oh! what fearful cogitations haunt me here, where the eternal wheels of this dread machinery grind and groan and mock at my bewailing

woe, where triumphs dampen and the smoke of eternal vengeance doth seem to fill my nostrils ;—but is it not a just reward for ebriosity ? Oh ! what webs of wonder do unravel here—here in this fathomless abyss—what misery in these stings ! Alas ! Dread calamity hath o’ertaken me, Satanic schemes are carried into direful effect, and “pain doth paint death’s portrait true.” Am I rational, or is my comprehension blind ? Is this not an idle dream ? But how can dreams of flesh and blood converse with immortality ? Nay ! Impossible ; death doth eclipse the view. Oh ! how changed from that when wings of reason hovered o’er my soul ; when a mother’s kiss and holy hymn lull’d my childish brain to sleep. But where am I to-day ? Companion of the blazing flame ’mid the roaring lullaby of hell, and recipient of a thousand kinds of agonies combined. My skein of life’s unwound, my breath’s breathing out, but it’s end will never come : for this, the breath eternal, can ne’er unwind from off the immortal spool. Hath not my tortures told the tale ? Then, why wilt thou swallow down the dreadful drug that’s steeped in hell’s distillery ?

Mortality alone can bind what mortality’s undone. Oh ! what truths have been solidified to warn me from the pit ; e’en heaven hath plead by prayer, though an aged paternal breast, but prayer availeth nothing now, for I have missed the goal. I’ve built upon a rotten base, made imagination my most welcome guest, held the reins, rode in phantom chariots and forced on the steeds of vice, when the gospel darts did thrust my heart, and tears did blind my eyes. In the scales of meditation I have weighed the mystery of my mortal existence, but my weightiest thoughts failed to tip the beam ; hence my feeble conscience failed, and the cursed corrosive wine poisoned every crimson drop within my throbbing veins, did lacerate my heart, perforate my brain, till reason fled, and leaped from off the end of my premature gray hair, and my staggering form was left to stumble in the ditch, where direful apprehensions took hold with dread delirium, and the dew of death in crystal drops gathered upon my brow. Can this be death ? And is this death the end of man ? No ! this is but a casting off the mortal bands to give the soul scope within the gateless walls of woe. Oh ! what miseries here untold, where frightened spirits dive and dart to free themselves from pain. Poor mortal man, what infelicities art thou born to share, when once the trap is sprung, redemption’s veil is rent in twain, and the golden gloss of thy last lingering hope is stained with dye indelible. O, turn ye from the bar, the bar-room bar, that bar which bars and bolts you from the vestibule of heaven ; that bar where Satan’s agents seek to purchase souls for hell. Turn ye from the papered parlor walls—from the enchanting lyrist—where men are lulled and lose their sense by the

syren songs of jeering jades; where glass to glass is heard to clash in tendering toasts to hell, where morality's destroyed and bricking oaths convulse the lips, then burst upon the air. Oft I've lain in mud and cast my eyes toward the eternal skies, and there beheld the golden mid-night moon, watching o'er my prostrate form. She seemed to weep and covered her face with a misty veil, and her bright reflections were no more companions to my bloodshot eyes but now I lurk within the eternal walls, and cast a spiritual eye on the far-off beautiful earth on which I dwelt, and there beneath the breeze-bent boughs, I see the spot—the lonely monnd—where my flesh and blood (that frail material of man) decayed. No stone tells my name nor age; but stands to day a stumbling block for hungry, grazing beasts. Oh? could my soul be annihilated, or crushed, (as God blots out the stars), how happy would it be : or could I return to earth, and with flesh and blood unite, I'd kneel beside some murmuring stream low in the valley betwixt the towering hills, where fragrance of the sweetest flowers float on the breeze, and there, in conscience of my guilt, offer up my soul to God, that "life immortal, in full day, might forever shine.

Ralston, Pa.

JOE CANT-HOOK.

NOT SUPERSTITIOUS.

BY OPIE READ.

"I un'erstan's," said old Ike to young Mulkittle, "dat yer foddor's gwine a little ways outen town ter preach ter night, an I wants yer ter make yer rangements ter go wid him. Keep yer mouf shet, doan say a word, fur he's gwineter see a ghost ez he comes 'long back. It won't be no sho' 'nuff ghost, honey, but one what I'se gwine ter rig up fur de 'casion. Yer know he got inter a mighty argyment wid me 'bout ghosts tuther night, an' mark my words honey, when a man says dat de niggers uster tell him 'bout ghosts an dat it made a' preSSION on him eben airtter he was done growed up, dat man's er feerd o' ghosts ez sho's yer live, an' ken be made ter flip his coat-tails through de a'r jis de same as de nigger what ain't got 'nuff sense ter tote a chicken un'er his arm, an' I ain't foun' dat sorter nigger yit. Doan yer git skeerd, honey, fur I'll take yer home cas'n de boss runs 'way an' leabs yer.,,

"Do you think my pa would run from anything, Uncle Ike?"

"Jis' like I tell yer. See dem coat tails layin' back like a rabbit's years. Yer go on wid him now, an' watch out ez yer comes back.

Mr. Mulkittle had been requested to preach at a small church situated near

town, and had decided to allow the boy to accompany him. As they walked along the youngster pondered over what old Ike had told him, and wondered if his father would really run. He pictured to himself the spectacle of his fleeing parent, and laughed outright.

"What amuses you so, my son?"

"Nothin'; I was jus' laughin'."

"But what are you laughing about?"

"Something that old Uncle Ike said."

"I want to caution you against that old man. I don't want you to believe any of his stories. He is an old crank."

"Is he a crank 'cause he turned the grindstone when you sharpened the hatchet?"

"Oh, no."

"Well, what is a crank? Is he one 'cause he's crooked?"

"You have come very nearly hitting it, for he's a crank because his mind is crooked?"

After the sermon, the reverend gentleman and his son started immediately for home. The full moon seemed to surge in a billowy sea of clouds, throwing tangled beams among the trees of the woods through which they walked along

"Pa, was there ever a ghost?"

"Certainly not, my son."

"The Bible says there is!"

"There may have been at one time, my son, but there are none now."

"What went with 'em?"

"Oh, I don't know."

"Then how do you know there ain't none?"

"Hush."

They walked along in silence. Mr. Mulkittle meditated on the subject, which seemed to have filled the mind of his son, and decided to write a sermon embodying his idea of ghosts and what he knew about negro superstitions. The narrow strip of woods, stretching along in the flighty moonlight, seemed in itself a stretch of embodied loneliness. The path ran along a fence, bordering an old cemetery, where slept an old pioneer. With the shifting light the tall, ghostly stones seemed to come and go, and the shrill cry of a night bird flying over the old-time field of death, did not add to the cheerfulness of the scene. Over the path, just in front of the father and boy, hung a stubbed, bending tree, and as the pedestrians came up, a tall white figure, at least ten feet in the air, suddenly appeared before them. Mr. Mulkittle uttered an ex-

clamoration of sudden fright, leaped over a log and ran like a deer. The boy, also frightened, cried out in alarm, when a voice from the tree said :

"Doan git skeered honey, fur de ole man is wid yer. Did'n I tell yer dat yer fodder's coat-tails would stretch out ? Come heah now quick, an' les' take dis nearder shoot home. Come on, an' when yer fodder says anything, jes' say dat yer wan't wid him. Do what I tells yer, an' eberyting will come out right." The old man took the boy, went a nearer "shoot" and was soon at home. Pretty soon Mr. Mulkittle, puffing and blowing with his exertion, came up. The old negro secreted himself, and the boy who met his father, said :

"Where have you been, pa ?"

"Don't you know where I've been ? Didn't you go with me ?"

"No, sir ; for you wouldn't let me go."

"Do you mean to say that you were not with me ?"

"Cose he wan't" replied the old negro, who appeared on the scene. "He's been wid me all de ebenin'."

"Didn't he go to church with me?"

"Cose he didn't."

"This is devlish strange," mused the reverend gentleman. "I would have wagered anything in the world that he was with me. It cannot be that I was dreaming. There must be something in the old negro after all."

"Dat ghost was let down frum de tree wid a rope. A pillow case an' a par o' white britches stuffed wid straw, honey. Doan say a word, chile. We'se got de bulge on dis thing. Tole him dat he'd git skeered."

Before going to bed, Mr. Mulkittle mused long before the fire

"Do you think there ain't any ghosts?" asked the boy, when his mother was not near.

"Tut, tut, what put such foolishness into your head? If you keep on paying attention to that old negro you will lose what little sence you inherited," and turning, he added to himself: "It's devlish strange all around, and I don't understand it. I don't know whether the boy wasn't with me or whether I didn't run. There is a perplexing mixture somewhere. If people would pay more attention to fact, and less to superstition, the world would be in much better condition."—*Ark. Traveler*



Some one asked a Marsellaise tenor why he only sang in concerts. "It's very simple," he replied. "One day I fell down stairs and broke my voice, and this is why I only sing in pieces."—*Hotel Mail*.

HIS BABY WAS DEAD.

The jolly conductor had been laying off for a few days, on account of sickness at home, but one day he appeared on his train, looking pale. The brakeman who had run with him for years, knew the conductor's mind was away at the bedside of his sick baby. With punch in his hand, and, his heart in his throat the conductor entered the smoking car, and said, "Tickets," in a voice not at all like its usual sound. It was more like an appeal to his Heavenly Father to watch over the baby at home. Four drummers were sitting together in two seats, all good friends of the conductor, as he took their thousand mile tickets to punch, one said, "Old man you were up late last night. Beware of the wine cup," and he laughed, and the other boys laughed, the conductor tried to smile, but he couldn't.

Another drummer who had traveled with the conductor for years, and loved him as a brother thinking him a little off, said, "O, boys, wait till he goes through the train and collects a few cash fares, he will brighten up. Then I will tell him the last story," they all laughed at their old friend, and he punched the last of their tickets and went on with a forced smile, and as a tear drop rolled down his dark cheek the boys thought he had a cinder in his eye. The last drummer slapped him on the arm and said, "come back soon to your own chickabiddy," as he went out of the car a laugh arose, and he stood on the platform a minute because he felt faint, then entered the other car. He knew almost every passenger, and on any other day he would have been proud to have them speak to him as they did, and chaff and joke, but that day every word seemed to be a bullet. He was present in body, but his mind was far away. When he put a check in the band of a lady's turban hat, instead of putting it on the window. She blushed, and the passengers laughed, they thought he did it for a joke, but it was because he did not know what he was doing, his mind being with the sick baby at home. He hurried along. A lady with a little three year old girl was next, a child just the age of his sick one. The mother had thought it would please the conductor to let the child hand the ticket to him. The little one had the ticket in its fat hand, was shrinking back behind the mamma, trying to muster up courage to hand the ticket to the big conductor, who had often held her in his lap when she was on his train, when he would laugh so hearty that the child would be surprised and he would tell her of his little baby at home. The child peeked around mamma's shoulder, and saw the conductor before he saw her, but he looked so changed and sad that the little one opened her eyes in wonder, and

handed up the ticket as carefully as though he would bite, when he saw her he almost fainted, and when she said "where's 'oor baby," he thought his heart would jump out of his breast. The tears ran down his face as he whispered "she may be dying now," and as he went on the platform at a station he felt that it would almost be a mercy if the train would run over him. He went in the car finished his work, and returned to the smoker sat down in the end seat, then got nervous and went in the baggage car, passing the large hearted drummers, who were full of fun and wanted him to be. They said, "come, old boy, sit down here and have a smoke," but he said in a husky voice he hadn't time, and as he went out the door he braced up enough to turn and smile at the boys through the window and throw a kiss at them, because he didn't want them to think he would go back entirely on old friends, but when he got in the baggage car and sat down in a chair, he looked like a man that had lost every friend. At the next station a woman with a little girl was cross to the child, jerked it along by the arm, he snatched the little one from the mother and tenderly lifted it on the car, the mother looked indignant, as she got on the car, pushed the little one along the aisle, and sat it down in the seat as though she would like to break its bones, the conductor looked at her as though, if she were a man, he would everlastingly wipe the platform with her. He got on the car in the rear of the smoker, that time, because his old friends, the drummers, were so thoughtless of his feelings. He did not realize that they were unaware of his sorrow. Every kindly expression from the passengers seemed to him like an unfeeling remark, He would have given a month's salary to have been at home, or anywhere that everybody felt as bad as he did. At the next station he got a dispatch and his hand shook like a leaf, he dare not look at it out of doors, but sat down in front of the drummers, opened the dispatch, glanced at it and put his head on his hand and leaned his elbow on the window. The boys looked at him and one said, not thinking that anything had occurred more than the usual order to hold the train for another to pass, "Hello, the old man has got his discharge. O, I have been expecting it since he collected that twenty cents from the tramp last week and knocked it down." Then they laughed, One of the boys touched the conductor on the shoulder, saying, "Never mind, old boy, us fellows will see you through. We will get a sample case for you to carry." The conductor reached the dispatch over to the traveling man, and said "read it." the friend read, "your baby is dead, come back on No.—. Give your train to your head brakeman." It was signed by the division superintendent. The four pair of eyes that read the dispatch had

tears in them, and four throats choked up so that it was a full minute before anybody could speak, then one of the boys went and sat down by the conductor, who was crying like a child, and said. "Old friend, all of us have babies at home, and not one of us would have joked you had we known your sorrow. Forgive us, old pard." The conductor said it was all right, he knew they pitied him, but it had almost broken his heart to have them talk so, and he went into the baggage car to prepare to leave the train at the next station. As he left the train, four large hearted drummers, who looked as though they, too, had been bereaved, shook hands tenderly with the conductor, and bid him good bye, then went in the car and agreed that they couldn't be too careful about their levity, and their thoughts were all the afternoon with the stricken conductor and his dead baby. When the brakeman went through the train with his pale face taking tickets the passengers knew something had happened, and to every question he said, "The conductor's baby is dead he has gone back," then every passenger looked as though it was a funeral train and a hundred hearts felt sorry for their old friend and none more so than the hearts of the drummers. At the funeral there was a bank of flowers that almost covered the little coffin, which came by express from two hundred miles away, the conductor will always believe the flowers came from the drummers, and he is right.—*Peck's Sun*.

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LOVE OF FATHER AND MOTHER.

The families that rise to power in any state are usually the families that stand by each other. It is as true of the tribe or race as of the family. By this light, glance at the history of conquering races. Parental love among the Romans of the public was deep and strong, like a religion. It shows everywhere. Note, for example, how so strong a man as Coriolanus yielded in the hour of victory and revenge to his mother's wish, and suffered death for her sake. If this story were a myth, it could still show the feeling of a race that could originate and preserve such a myth. When Nero killed his mother, the decadence of the race was going on rapidly, and the fall was near. The same is true in the early days of Greek life; also of the Teutonic races. But space does not permit the carrying on of this branch of the subject. Reverence for age is the vital principal of patriarchal government, and it is there that one might expect its fullest development. The power of the early patriarchs was absolute over the lives and property of sons and grandsons. This could not have endured unless parental love had been a religion. The tribe of Abraham, Isaac and

Jacob held its own in the midst of its enemies, and its days were long in the land. If parental reverence strengthens the active military force of a race, still more so does it increase the passive courage, the power to endure suffering. Family love enables the sufferer to bear with greater fortitude the evils of the outer world, the persecutions, contempts and wrongs. If the old man, despised and hated outside, comes to his home, however humble, to find reverence and tender love there, a love which his sufferings only increase, they become a lighter burden. He maintains his dignity and does not suffer personal degradation by oppression. Wherever a race is found that knows how to suffer and be strong, note carefully, and parental love will be found one of its strongest traits. Love of parents, reverence for age, chivalric gentleness to women, may, it is true, be often misplaced. There are such things as wicked parents, vicious and frivolous age, false and ignoble women. But it is better to waste a noble feeling on an ignoble object than to lose that noble feeling. Many men may have parents that are not wise, not venerable; but it is better for them to give such the reverence due to wisdom than to degrade the parental relation by a seeming of disrespect. A man should pay his mother the respect due to the ideal mother, though his own may fall far short of his ideal. He should honor in her the whole beauty of motherhood, though he may be aware of her painful unworthiness. There need be no hypocrisy in this, no sham; it is not a disguise, but a robe of honor. If through evolution and the struggle for existence the strong things survive and the weak perish, then it is easy to see why nature puts a premium upon those races which cherish parental love. Evolution, as well as the decalogue, promises length of days to parental love. Indeed, all the Ten Commandments have this premium on them. Murder, theft, adultery, false witness, are sources of weakness; while honesty, chastity, truthfulness, are sources of power. Length of days is promised by physical law to the races that respect these commandments. And yet, the commandment of honor father and mother comes immediately after those that define the duty to God, and before all those that mark the duty toward fellow-man, because, in a certain sense, it includes them all. There is no human feeling that so tends to keep the man pure, and just, and sinless, as love of a good mother. It ranks next after the love of God in its power of elevating the character. The love of offspring man shares with the lower animals, the love of wife he shares with all the animals that pair; but the love of father and mother is the distinction and the glory of his manhood. History, physical science, culture, humanity—all confirm the law and the promise. God speaks through evolution as clearly as upon the table of stone. "Honor thy father and thy mother, that thy days may be long in the land which the Lord thy God giveth thee."—*Sunday Tel.*

FEMALE DENTISTS.

As a Milwaukee bound train was leaving Chicago the other day, a man took a seat in the smoking car, and if a person was to judge from the expression on his face, he would have come to the conclusion that the man had gone into a decline. His mouth was drawn down at the corners, his hair was all over his eyes, and a large scratch extended from the left side of his upper lip clear to the bridge of his nose. Every one in the car looked upon him with pity, and one man made bold to inquire if he could not do something for him, but with a cold, unfeeling laugh, he motioned the gentleman off and said "that he wanted to die in peace." Presently the conductor came through, and as the man handed him an annual pass, the conductor recognized him and said: "Why, hello! Jim, you are looking tough. What seems to be wrong, anyone dead?" The man fixed his blood-shot eyes upon the conductor, and after heaving a sigh that would have caused an air-brake to blush, said: "No, Charlie, old pard, but,"—and here the man heaved another sigh—"but I wish I could die, right here, now, in this very car." The conductor sat down beside his friend and asked him to explain. "Well," said he, "I had a tootbache this morning, a regular old terror, one of those kind that make a man desperate and wicked, you know. After trying everything that I could think of, I decided to have the darned thing jerked, and this is where I made a confounded fool of myself. I am no coward, but I felt sort of squeamish about going into a shop and have a male dentist monkey with my jaw, and as I was walking along the street, trying to get up courage enough to have it pulled, I chanced to see a dentists sign with a lady's name on it. Now, thought I, this is just what I want; a woman is naturally tender, and I will just have this tooth out in short order, so up I went. The door was opened by a beautiful young lady, and the smile that she gave me was enough to cure any ordinary toothache, but it didn't work on mine worth a cent. I told her what I wanted, and she assured me that it wouldn't hurt any to speak of, so I just laid myself out in the chair and told her to be as rapid about it as she could for it was aching terribly. She then placed a lib around my neck, put a pair of tongs into my mouth, whispered a few words of encouragement in my ear, and then—well, I thought I had been struck by a grip car. It was only the handle of the tongs that had hit me though, and after she had explained by saying that the forceps had slipped I forgave her, and she promised not to let it occur again. Once more she braced herself and this time something came, but the aching did not cease and after washing out my mouth I felt inside with my finger, and, would you

believe it? the girl had jerked the wrong tooth. Well, to say that I was mad would be mildly expressing my feelings. I was so wild that I just tore my hair and the girl got behind a chair for safety, thinking that I had gone crazy. Seeing the look of fright on the young lady's face my heart softened in spite of the toothache and I told her to come out from behind the chair and I would give her one more chance, but I cautioned her against making another mistake if she valued her life. Never again will I trust a woman with my teeth, I will pull them first myself. Talk about a woman's being gentle, it's all bosh, they may be so when they are perfectly calm, but just let one get a little bit nervous and you will change your tune, especially if she happens to be a dentist. Why, sir, when I laid down again she caught me by the throat with the left hand, and before I could say a prayer, she had those blamed tongs half way down my throat, and if it hadn't been for her hand squeezing it on the outside, I would have swallowed them sure. Seeing that she had gone into the wrong place she attempted to remove them, and scraped the skin all off the inside of my throat. This was more than I could stand, but what could I do? She had me by the throat, and was choking me 'till I was black in the face, so I resolved to stick it out. At last she got the nippers fixed on the right tooth, and putting one foot on the chair round for a brace, gave a powerful jerk, and out it came. The aching stopped instantly, and I was happy for a moment, but when I looked in the glass, I wanted to die. My face was all blood, my collar was unbuttoned, and I looked as though I had been trampled on. After paying the young lady, I took my departure, and swore that if ever I was troubled with toothache again, I would take poison, and not go to a female dentist, and die by inches." The conductor expressed his sympathy, told him to brace up, and then went on taking up tickets.—*Peck's Sun*.

SEVENTY MILES AN HOUR.

I was playing dominoes with the station agent, when in came Roberts, the president, in a great state of excitement.

"Harry," said he to me, "I want you to put me down in C——, at twelve o'clock."

As it was near eleven o'clock, and the distance was seventy-five miles, I thought he was joking at first; but when he got outside the door, he caught me by the arm and hurried me along so fast I saw he was in earnest.

"Harry," said he, "if you don't set me down in C—— by twelve o'clock I am a ruined man, and the road is ruined. Aldrich is dead, and he told

me before he died that he had embezzled, from time to time, one hundred thousand dollars of our money, and his clerk is to start with the whole of it on the twelve o'clock boat from C—— to Canada. If we don't have all or a greater part of that money on Monday morning, to make up some heavy payments, the road goes into other hands, and if you put me down in C—— at the right time, so that I save the money, you shall have five thousand dollars. Understand it, Harry! make no mistake; you shall have five thousand dollars."

Of course I understood it. I saw now the reason why the wages had been cut down. I understood it all, and my blood boiled. I felt that I would save the road if I lived, and I told Roberts so.

"See that you do it, Harry," he replied, as he climbed up the steps of the car, which was coupled to my engine.

I sprang up on to the footboard, got up the switch-tender to help my fireman, opened the throttle, and just as she commenced moving, looked at my watch. It was just eleven o'clock, so that I had just one hour to make my seventy-five miles in. From Y—— to C—— there were few curves in the road, but there were several heavy grades; I was perfectly acquainted with every yard of it, and knew exactly what I had to encounter; and when I saw how the engine was moving, I had very little fear of the result. The road for the first few miles was a straight line, and so smooth that my engine flew along with scarcely a perceptible jar. I was so busy posting myself up as to the amount of wood and water aboard, etc., that we danced by the first station almost before I was aware of it, having five miles accomplished.

"You are losing time," yelled a voice from the car. I looked around, and there stood Roberts with his watch in his hand.

I knew very well that we should have to increase our speed by some means, if we carried out our plan of reaching C—— by midnight, and I looked anxiously around to see what I could do to accomplish the purpose. She was blowing off steam fiercely at one hundred and ten pounds, so I turned down the valve to two hundred, for I knew she needed it all to make some of the heavy grades between us and C——. It was three miles to the next station; with the exception of a few curves, the track was as good as that portion we had run. As we darted around commonly what seemed a rather long curve at the station, but which was, at our high speed, short enough, I looked at my watch, and we had done it in two minutes and a half.

"Gaining," I shouted back to Roberts, who was standing outside on the platform of the car.

"Look out for the heavy grades," he replied, and went inside the car.

The next six miles rose gradually from a level, the first to ten and a half feet grade, the last which lay between us and the next station. My fireman kept her full, and now she began to get hot. The furnace door was red, and the steam raised continually, so that she kept her speed, and passed the station like a streak of lightning—in five minutes.

Now came nine miles like the last, over which she kept pace with her time, and passed the station in seven minutes.

Here, for ten miles, we had a twenty foot grade to encounter; but the worst of it all was, at this we should be obliged to stop for wood. I was just going to speak to Roberts about it, when I looked around and saw him filling the tender from the car, with wood which had been placed there before starting while he was gone after me. I believe she would have made her ten miles at the same speed as before; but, through the carelessness of the fireman, the fountain valve on the left-hand side of the engine got open, and the water rose in the boiler so far as to run the steam down to one hundred pounds before I knew where the difficulty lay. At first Roberts didn't appear to notice the decrease of speed, and kept at work at the wood as if for dear life. But presently he looked up, and seeing that the speed had decreased, he shouted, "Harry, we are stopping!" and then coming over to where I was, he said: "Why, here we have been ten minutes on ten miles, and I believe we shall come to a dead stand if something is not done; the speed is continually slackening. What's the matter?" I explained the cause. He was apparently satisfied with my explanation, and after having tied down the safety valve, he climbed back over the tender, exhorting me to put him through in time, or we were beggars together! Just then we dashed by the next station, having taken nine minutes for eight miles. We were now more than half over the road, and had only twenty-seven minutes to do thirty-four miles in.

I had shut the water off both my pumps, a little back, when I discovered what was the matter, and she was now making steam down a slight grade. From less than one hundred, with which we started over that ten-mile stretch, she had two hundred before we finished; and as the gauge indicated no higher than that, and the valve was tied down, I could not tell how much over two hundred she carried; but certainly she carried no less the rest of the journey.

And well might she carry such an enormous head of steam, for after passing the ten miles in eight minutes, there lay ten miles of five feet up grade, and fourteen miles of twenty to the mile depression between us and C—, and it is now 11 o'clock and 47 minutes. Now the engine was hot in earnest. The furnace door, smoke-arch and chimney, all were red; while she seemed to

fly onward as if the very evil one himself operated her machinery. Six minutes carried us over ten miles, and we darted by the last station that had lain between us and C——. Now we had fourteen miles to go, and my time showed 11 o'clock and 53 minutes.

"If I live," said I to myself, "I will make it," and we plunged down the twenty feet grade with all steam on. Persons who saw the train on that wild run say that it was so soon after they heard the first sound of her approach, when the strange object, which looked as if it was a flame of fire, darted by, that the sound of it travelling died away in the distance seemed like a sober reality.

And now let me tell you that no engineer ever beat the time we made on the last fourteen miles. Those great wheels, eleven feet in diameter,, spun round so swiftly that you could not begin to count the revolutions. The engine barely seemed to touch the track as she flew along, and although the track was as true as it could be, she swayed fearfully, and made such prodigious jolts that it required some skill for one to keep his feet. No engine would hold together if crowded to a greater speed. Well, just as I came to a stand at C——, the big clock boomed out twelve, and the steamboat was getting her steam up. Roberts leaped like a madman from the car, got on board in time, and nothing to spare.

"And he saved the money, did he?" I asked, when I saw that my friend had finished his story.

"Yes, he found it hid away in some old boxes, as Aldrich had directed."—*Kansas City Journal*.

THE EARLY DAYS OF THE WAR.

A LOYAL FAMILY IN VIRGINIA—THE BITTER EXPERIENCES OF THE BATTLE OF BULL RUN.

A New Haven lady, who for a number of years was a resident of Virginia thus gives her experience at the beginning of the war, whose vicissitudes she shared to the end.

"I look back upon my first eight years in virginia as the happiest period of my life. Besides his possessions and other interests, my husband owned a flourishing farm near Falls Church, which we mostly made our home, making yearly visits north and in Washington. The farm was in charge of a competent overseer. We owned no slaves, but hired the slaves of others, which I always considered an equally guilty part in the iniquity; but certainly no happier people than ours ever tilled the soil. We were on terms of intimacy with all

the wealthy families of that region. Never have I met more cordial, warm-hearted people. Theirs was no friendship of mere convenality, but deep, strong and abiding, as I believed, which nothing but death could sunder. The fact that we were northerners made no difference. I believe, rather, we were looked up to for that reason. But in the partisan excitement of the campaign of 1860 we noticed a change. We began to realize that barriers were slowly but surely rising between ourselves and our friends. Our suspicions the result of the election confirmed. Early on a morning late in November of that year our barn, with ten valuable blooded horses, was burned. Thirty head of cattle would have shared the same fate but for the carelessness of a colored man who forgot to drive them in. There was no doubt that the fire was of incendiary origin. Our neighbors expressed their sympathy, but it lacked the former ring of whole heartedness, and I failed not to detect a gleam of exultation in many an eye above lips expressing condolence. We were known and marked as unionists; therefore we were no longer friends but enemies.

"In the following June we sent our help to their owners, packed up the most of our valuables, closed up the house and moved with our effects to the house of my father-in-law, who owned a large farm on the Leesburg turnpike, near Lewinsville Fairfax county. For three or four days before the Bull Run battle the Union troops marched past our house from Washington on their way to Manassas. My little boy, eight years old, stood upon one of the gate posts and waved a large American flag. As regiment after regiment turned a bend in the road and caught sight of the brave little hero waving his flag, they would break into cheers. They had entered the enemy's country and looked for no such greeting. The sight seemed to inspire them. The march past our house was one long storm of hurrahs. Many a man laid down his gun and ran up to the post, reaching up his arms and saying, "Give me a kiss, my little man. God bless you, my dear!" And many a tear was brushed hastily away at the reminder of darlings left behind, perhaps never to be seen again. It was in vain that I called him in out of the sun; still waving, he would turn and shout, 'Mamma, I must wave this flag till the last soldier has gone by.' And he did. At each gap in the long line he would seat himself on the post. Then when he would hear the tramp, tramp, approaching, he would be on his little feet, ready for the next salute. The house across the way was closed. Behind the shutters the inmates kept grim watch to report 'how those Yankees received the Yankee troops.'

"On Sunday, July 21st, we heard cannonading at Bull Run, twenty five miles away. There was no question in our minds as to the result of the battle. In the night it began to rain heavily. Toward morning we were awakened by the rumbling of wagons and the tread of hurrying feet going past in the direction of Washington. We hastened from our beds to learn the terrible tidings.

All the colored men on the place caught the panic and fled. The overseer ran, too. My invalid sister-in-law and myself begged her three brothers to leave also, urging that no one would disturb us and our aged father. But they would not go. My husband was absent. All the morning the disordered soldiers fled along the road, stopping but a moment for food and water, which we distributed among them. At last we prevailed upon our brothers to go to Washington for the present rather than remain for certain capture and imprisonment. On Wednesday we heard that the rebel army had abandoned the pursuit five miles below us, at Vienna. On Thursday afternoon we saw a body of soldiers approaching from the south. We knew that they were rebels. Father was sitting on the front veranda enjoying the summer breeze. We begged him to hide in the bushes at the lower end of the garden till the men had passed. He took his cane, passed through the house and entered the garden. "Halt!" cried two voices near the house. There sat two cavalymen, their carbines levelled at poor father. He returned to the veranda. The men ordered him out into the road. We followed him and asked what they intended to do with such an old man. They politely expressed regret, but said they had strict orders to make all the white adult males prisoners. Oh, how we assailed them! We called them rebels, traitors, cut-throats, cowards, everything abusive that the vocabulary of decency could furnish. They never resented our tirade by a word, and politely repeated their regrets as they led the good old man away. In an hour father returned, riding behind a young cavalryman. He was on his way to Culpepper court house, and had been allowed to stop for his overcoat. The soldier was a handsome young fellow, hardly more than a boy. How we did beg of the young man to let our poor aged father go. We offered him watches, money, and promised him any amount. We promised to hide the old gentleman so securely that he never could be found. The young fellow shook his head, and with tears in his eyes, replied: "Ladies, I'd be glad to do it, but they would shoot me if I did; don't you see? Upon my word, I never would have enlisted if I had known I should be put at such a dirty business as this." Father kept up wonderful spirits and cheered us all he could. As they were about to turn away he said to the soldier, 'Young man, do you know how lucky it is for you that I'm an old man? If I were twenty years younger I could draw your sabre and cut your head off before you knew it.' 'That indeed,' said the youth, turning in his saddle with a surprised look. 'So you could. I never thought of that: I'm very much obliged to you for—for being so old. Don't you think you would ride more comfortably in the saddle and let me ride behind? Because you know you might possibly forget you age and clip my head off!' We could not but laugh even in the agony of parting. Father assured the youth that he would be guilty of no such forgetfulness, and they rode away. We never saw the dear, gentle old man again. He was stricken with paralysis and died two months later. We recovered his body at the close of the war, and received the comforting assurance that he had the kindest care till the end.—*New Haven Palladium*.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month.

C. S. WHEATON, Editor.

OUR MONTHLY.

When you are reading this, we will have registered on our books 4,000 subscribers to the Monthly. We are truly pleased to note the kind interest taken in it by our patrons outside of the order, and I hereby tender the thanks of the order to you for your kind assistance; but is the order doing as well as it ought? We believe that you ought to see the necessity of the work without waiting to have your attention called to it. Now brothers *please* give us a little personal effort, and by June 1st, we can have 6,000 as well as 4,000 now. If your books are not delivered, please notify us at once by postal, giving us proper address. We have gone to some extra expense to get a correct mailing list, and if the name is correct on our list, the book will be surely mailed. Avoid directing to hotels, railroad shops or railroad offices, as you are very liable to lose them, as all people like to read, and some would rather read your book than their own. *We desire to have every subscriber supplied*, and will do all in our power to have all satisfied, but in a majority of the cases reported, the fault has been with the subscriber on account of insufficient address. Bear in mind all books not specially addressed in cities where carrier delivery is had, go to general delivery, and you must ask specially for them, or in nine cases out of ten you wont get your books: see that you remedy every fault at your post offices and we will pledge you to remedy it in this office. I now have official non-delivery cards for April number, to six subscribers, and three have notified us of non-receipt, the books lay dead in the post office unclaimed; *who is to blame*. And not an issue is mailed but more or less of the cards are sent us. Now brothers notify us of changes in address promptly, non-receipt also, just get postmaster to certify as to non-receipt at his office and send us, and we will tell you where the trouble lies in a few hours, and supply the vacancy. We cannot furnish back numbers, and you must get your order in soon to get any of the April numbers. Please send us a few new names from each division so that we may raise our list to at least 5,000 by June first.

INSURANCE

I was pleased to read the letter in the April issue, from Bro L. H. Grover, and I would like to say to all of the Brothers to read carefully his remarks, which are to the point, and should interest every member of the order. One of the first duties inculcated by our order is that of providing for our families. Life and health are uncertain ; and the proper time to make provision is while we are in health and know what we are doing and the best way to do it. The best way is to join an association in which there is no fear, after one's death, of the widow and the orphans being cheated out of their rights by mere technicalities. Our insurance is composed of a band of Brothers whose aim is not to enrich themselves by depriving the beneficiaries of their benefits, but to assist in carrying out the grand principles of relief to a deceased brother's family, thereby placing the wife and children, whom he loved so dearly, beyond the immediate possibility of want and poverty. My brother, have you joined our insurance? If you have not, let us ask : Have you done your duty to your family, who are dependent on you for support? Let us note a few facts that come under our observation, day after day, of women being left with large families of small children without the means of support, thus thrown on the cold charity of the world : to be sure, there are good and charitable people in the world who will not, if they know it, let a widow and her family of small children be in want. Ah ! but then the poor widow has to be depending upon the charity of others. She feels it. Her looks indicate in the strongest manner possible the feelings of her heart, which, being interpreted, would read thus : "If my husband was alive and in good health, I would not be depending on any one but him for support " Then again, her heart is time and again torn to pieces by the continued advice of those who are giving her a little in charity, that "if they were in her place, they would certainly send the children to the orphan asylum " etc., etc. Brothers, these might be your dear ones ; and, oh ! what a blow this would be to a loving mother's heart, for who loves children more than the mother that bore them ! Such language in the presence of any mother who is worthy the name, is heartrending and cruel : but still in most cases where the widow has no means, her dear little children inevitably go to some home for the friendless, and the poor widow has herself to go out and wash and scrub for a living ; her main support is gone and her friends have grown less in number day after day ; truly her lot is very sad. Such is surely the condition of one whose husband has left her unprovided for. Now what is the position of a widow whose husband was a member of our insurance at the

time of his death. She most likely has a family : the loss of her husband undoubtedly is very sad and distressing to her ; but in a few days she receives a check. Brothers, you can make it \$2,000 if you only will, and it is your duty to do it. This amount, if put to good and wise use, would secure her and her little ones beyond the possibility of want for many a long day to come ; it would keep her mind free from the thought that she was depending on friends for support and assistance ; and she would not be tormented by these friends advising her to send her dear little children (your children) to the orphan asylum : not at all : she would have money and consequently plenty of friends, when they know she will not require anything of them. Her home will not have that sad and lonesome look that the home of the poor widow, who is looking to herself and others for support, has : on the contrary, it will have the appearance and air of independence ; the children will be clad in garments that were purchased and made for them, and will be always at home with their mother, who will thus be able to speak to them and instill into their minds the example set and practiced by their father. Every time she looks on the surrounding comforts she cannot help saying to herself, truly, this comes of the love and forethought my husband at all times evinced in my behalf. His memory is thus cherished, and the children grow up to respect and imitate him.

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"ALL ABOARD."

Rang in our ears on the morning of March 28th, as we stood on the platform at Elmira, ready to take the Palace Chicago train on the old Erie for our trip westward. Our party consisted of Brothers Millard, Hurty and Wood ; we stepped on board at 5:50 A. M., and were soon en-route for Des Moines to meet Brothers of the great state of Iowa in their union meeting, to be held on Sunday, March 30th. We arrived in due time at Hornellsville with nothing to mar the enjoyableness of our ride, except the continued laments of Brother Millard, who had forgotten his credential, it having been left in the hands of Brother Ward, our Worthy Secretary. At Salamanca 11:50 A. M., we changed to the N. Y., P. & O. Ry., and were soon under way ; our train being in charge of that prince of conductors, Mr. P. H. Boynton, and right royally did we enjoy the ride ; fortunate indeed is he who travels that way and experiences such kind treatment as was bestowed on us. Mr. Boynton left us in care of an associate at Kent, whose name has escaped us, but he was a true type of N. Y., P. & O. conductor. Soon after leaving Kent we were snugly tucked away in our berths, to wake up next morning refreshed by

our good night's rest. Arrived in Chicago at 8:30, on time, and were soon at the Leland Hotel, where we met Brothers Fay, of Division No. 30, of Springfield, Mo., and R. E. Fitzgerald, of No. 3, St. Louis, Mo., two of our staunchest Brothers from the southwest. After a pleasant visit we adjourned to the depot, where we met Bro. Fortney, of No. 1, Bro. Rossiter and another Brother of Division No. 96, and also had a pleasant visit with Mr. R. H. Chamberlain, Supt. Illinois Div. of the great Rock Island Route. At 12:15 p. m. we were again aboard and en route westward, and it would be hard to find a jollier party than ours on this occasion. We were soon joined by Brother Lefler, Secretary of Division No. 103, located at Indianapolis, Ind. At 3 o'clock a. m. we were aroused from our sleep by the loud call of Des Moines in our ear, by the porter. All were quickly dressed and soon on the platform, where we were met by Bro. L. R. Carver, the efficient Secretary of No. 39, and were soon snugly quartered at the Kirkwood House. Apologies were made to us that on account of the State Legislature being in session we would be somewhat crowded, but the gentleman of the hotel did well for us, and we had no reason for complaint. At 10 a. m. we were at the Hall, and we wish we had the time and space to describe the pleasant scenes of that day. The hearty hand shake, the God bless you, my brother—that were heard on all sides; the intelligent look; the beaming eye, and the pleasant words of welcome and encouragement were heard on every side. Truly a meeting of a band of brothers, in fact. The morning was consumed by the regular meeting of No. 38; after its close the union meeting was called to order and as to the business transacted at that meeting the minutes prepared by Bro. Stanchfield will fully explain.

MINUTES.

Hall of Des Moines, Division No. 38.

DES MOINES, IA., MARCH 30TH, 1884.

Union meeting opened at 5:20 p. m., in accordance with a call from Div. 38. On request of G. C. C., C. S. Wheaton, Bro. S. A. Hermon, of No. 31, took the chair of C. C., and appointed the following officers: Bro. E. O. Soule, of No. 58, A. C. C.; Bro. C. A. Stanchfield, of 21, Secretary; Bro. B. Cole, of No. 4, S. C.; Bro. D. Bower, J. C.; Bro. F. Sanders, of No. 34, I. S. S.; Bro. Agnew, of 66, O. S. S.

Brothers then addressed the meeting as follows: Bro. Morris, of No. 4, reciting his experiences as a member.

Bro. Hermon then requested Bro. Wheaton to explain the principles of the order. Bro. W. then spoke at length, explaining the objects of the order, the occasion that called the order into existence. He spoke with much feeling of the duty of our members to each other; to those dependent on them for support; to the different lines on which conductors are employed through the strong influence of our members with other employes on the road; with the traveling public; with officials and conductors in general.

Bro. Wheaton's remarks were listened to with the very closest attention by all, showing how well he has the best interests of the order at heart, dwelling at length on the necessity of our members becoming members of our insurance and leaving an inheritance to their families when they make their last trip; urging members to keep in mind the necessity of showing to the world the good works that our order teaches its members, in honor preferring one another.

A communication was read by Bro. Daniels written by Bro. Belknap to Bro. Wm. W. Flack in answer to an invitation by Bro. F. to his wedding; also one from some one on general interest to the order. Meeting adjourned at 7:30 for one hour, for supper. Opened at 8:30, when a discussion arose between Bro. Millard and others which resulted in Bro. M. being laid on the table. Bro. Daniels addressed the meeting in the general good of the order, urging action among the different divisions to locate the headquarters of the G. C. C. and G. S. and Treas. at some point centrally located, as permanent headquarters for the order. Bro. Wheaton spoke in regard to the matter, saying it had become a necessity, and the next Grand Division must arrange for a permanent headquarters and select a location. Bro. Soule spoke urging the members to be prepared in the next session of the G. Div. Bro. Hermon spoke of the increase and steady growth of the order, of his experience and work in the G. Div., and was listened to with close interest. Bro. H. being a veteran in the service and a great favorite with all members.

As this was the first state meeting in the west the large attendance was a great surprise to every one; much enthusiasm was manifested and many prominent members were in attendance.

C. A. STANCHFIELD, Sec'y.

90 Members present.

During this meeting, a pleasant episode occurred that gave zest to the whole affair, it was the presenting of a handsome silver pitcher to brother L. R. Carver, by the brothers of Divisions 58 and 9. The inscription reads "*Elmira and Cedar Rapids pledge you in Sloughwater, March 30, A. D. 1884.*" To say the brother was surprised only half expresses it, and we can only add to what the minutes have conveyed; that this meeting can but be productive of great good to our order. At 11 p. m. our party separated, brother Wood going to LeMars, Iowa, to visit his parents who live at that point; brother Hurty to Lincoln, Neb., on business; brother Millard to Keokuk with brother Carver, while we took sleeper with the Cedar Rapids brothers for that pleasant city where we arrived at 9 a. m., and were soon at work with our Grand Secretary in unraveling some matters that had been laid aside for the occasion, and which engaged our time until Friday, when, by appointment, we left Cedar Rapids for Burlington to visit No. 31 that evening, we arrived in due time and were met by brothers J. W. Working, J. McPartland and others, and were soon in the Division Room where we were met by twenty of the good brothers of No. 31, among whom were brothers Cross, Corwin, Childs, Goodale, J. and B. McPartland and many others whose names escape us now. We had

an enjoyable meeting, and many pleasant remarks were made by the brothers. Before we pass we desire to commend the zeal manifested on the part of No. 31. in our Insurance; you will read elsewhere in this issue a plan advanced by this division on insurance; read it carefully and improve on it if you can, let us have a full, free discussion of the merits of all plans, and before we choose let us fix on the best plan we can find. At 6:40 A. M. we were again under way towards the east. just as we left brother C. A. Stanchfield stepped on the train and we had a few minutes talk. We hope to see him east soon so we can have a longer visit with him; after a fine ride over this beautiful line, we arrived in Chicago on time at 2:15 P. M., and again at 5 P. M. we were enroute for Milwaukee, where we arrived at 8 P. M., and were soon quartered at the Palace Hotel of the west, the Plankerton House. During the evening we were met by many of the Wisconsin brothers and enjoyed a pleasant visit with all.

After a refreshing sleep, which even brother Millard did not find fault with, and a splendid breakfast, we wended our way to the hall of No. 46, where about sixty brethren had congregated, and No. 46 was soon opened in due form and the work of both degrees were exemplified on a candidate, and other important work dispatched, and at 2 P. M., the division meeting was closed and the union meeting was opened at once, brother W. J. Durbin, the Senior Chief Conductor in the chair, we have not had an opportunity to get the minutes of this meeting, so cannot give them in detail, but will say that all enjoyed the meeting and it was pronounced a grand success by those present. After closing a pleasant visit to all at the hotel, we separated, each carrying away within his breast the pleasant recollection of the happy brotherly reunions in which nearly all had participated.

Seven o'clock in the morning and again on the go, via C. M. & St. Paul to Chicago, and after a grand breakfast in the Palace Dining Car of this company. we arrived at Chicago at 11 A. M., and to business, as we had a large amount of it to attend to. but during the day we took time to call and see the painting now on exhibition there, "Battle of Gettysburg," and will only say of it—go and see it, we can't describe it. Again at 5 P. M. we start eastward, via Chicago & Atlantic Ry., for Galion, Ohio, where we arrive without incident at 3 A. M., and at 9 A. M. we are in the hall, to organize a division which had been worked up by the energy of Bro. Chas. Harding, of No. 62. We were successful in organizing Crawford Division, 109, with 32 charter members, of which 15 were present and were duly instructed.

The following officers were elected and installed :

L. McBain, Chief Conductor ; W. Wyley, Ass't Chief Conductor ; C. Pfeffer, Sec'y and Treas. ; F. Redding, Senior Conductor ; J. Tracy, Junior Conductor ; F. Petrie J. B. Stockney, Outside Sentinel.

The division is formed of good material and is a credit to the order. While there we met Bro. Price, one of the members of Eureka, No. 7, formerly located at Galion ; we were pleased to see him looking so well and to learn that he will regain his membership soon in the order. At 8:15 P. M. we again step on board, homeward bound, where we arrived Wednesday, April 9th, at 1:50 P. M., closing one of the pleasantest trips it has ever been our fortune to make ; all voting it a grand success.

BOWER CITY DIVISION, NO. 113.

The above division was organized at Janesville, Wis., on Sunday, March 23d, by Bro. J. N. Robinson, Special Deputy, assisted by Bro. W. J. Durbin, C. C. No. 46 ; Bro. C. W. Card, C. C. of No. 1 ; J. M. Babcock, C. C. No. 78 ; C. H. Fitzgerald, C. C. No. 82, and Bros. James Luft, Wm. Lawton, W. S. Dustin, R. A. Lees, No. 82 ; H. J. Greenfield, No. 1. After due exemplification of the secret work, the following officers were elected and installed :

C. C., C. C. Jacks, Janesville, Wis. ; A. C. C., John Burke, Janesville, Wis. ; S. and T., C. H. Mahoney, Janesville, Wis. ; S. C., O. H. Church, Janesville, Wis. ; J. C., J. H. Burnes, Janesville, Wis. ; I. S., W. H. McDougal, Janesville, Wis. ; O. S., G. E. Lemphear, Janesville, Wis. ; Correspondent to Conductors' Monthly, C. H. Mahoney.

All the brothers present took lively interest in the work and I have no doubt that they will make a good working division. We are under great obligations to Brothers W. J. Durbin, C. W. Card, J. M. Babcock, C. H. Fitzgerald, and all of the brothers who assisted us at this time. The new division will meet the second and fourth Sundays of each month at 10 o'clock A. M.

JOHN N. ROBINSON, Special Deputy.

R. B. HAWKINS DIVISION, NO. 114.

On Sunday April 13, we found ourselves in the "smoky city" of Pennsylvania, having come hither for the purpose of organizing a division of our order ; at the appointed hour we went to the hall and found in waiting forty representative conductors from the lines centering in Pittsburg, ready for organization. We proceeded to the work with the assistance of brother I. M.

Barnitz of No. 37, and some of the brothers from Harrisburg, Pa., which we completed at 7:30 p. m. The following are the principal officers, we will print a full list as soon as furnished by the secretary.

A. A. Conner, Chief Conductor, Pittsburg, Pa.; G. S. Hamerick, Ass't Chief Conductor, Columbus, O.; G. E. Vance, Sec. and Treas, Altoona, Pa.

This division is composed of fine material, and has the opportunity of making one of the largest and strongest divisions in the order. The brethren have our thanks for many kindnesses

LOGAN DIVISION NO. 110.

The above named Division was organized at Logansport, Ind., on April 6, 1884, by bro. L. R. Carver, Special Deputy, ably assisted by bros. Wes Permar, of 79, G. W. Scott, of 79, O. A. Hunter of 100, E. A. Penny, of 100, C. Bragsdel, of 79, B. W. Thompson, of 79. After a due exemplification of the secret work the following officers were duly elected and installed :

C. C., Bro. E. W. Alexander, box 576, Logansport, Ind.; A. C. C., Bro. John Cassell; S. & T., Bro. George Earley, box, 1060; S. C., Bro. W. S. Parks; J. C., Chas. Vickrey; I. S., Bro. C. L. Berry; O. S., Bro. J. Carnell; Bro. E. S. Gardner correspondent to "Monthly."

The name is "Logan" Division No. 110, and will meet the second and fourth Saturdays in each month at 7:30 p. m. I am confident we will have a No. 1 Division here—the material is good.

Members present : John Hamilton, George Early, T. W. Wilkinson, James Finn, John Cocain, David Foster, C. L. Berry, C. A. Vickrey, E. W. Alexander, E. S. Gardner, A. J. Osborn, J. S. Carnell, J. C. Sullivan, Joseph A. Sheppard, James Kinney, T. S. Martin, Robert McCullough, L. H. Dooley, James Keeney, W. S. Parks, J. C. Clendenen, S. F. Johnson, Frank Holland, Clark Willents, George Curtis, John Cassell, James Connon, Charles Neale, making 28 on hand at organization, a l of whom took a lively interest in the work. Bro. A. J. Knapp, of Terre Haute, was present in the afternoon, and assisted us in our labors.

DANVILLE DIVISION NO. 118.

The above named Division was also organized by Special Deputy L. R. Carver, on April 13th, 1884, with the kind assistance of bros. E. H. Belknap, of 83, H. W. Orrill, No. 101, C. S. McKee 101, H. W. Ballou 31, and E. H. Hart

of No. 39. The work of both degrees being duly exemplified. After which the Division was regularly instituted when an election of officers was held. Those present were, Mike H. Burke, Thomas O'Neil, George Burt, D. P. Beatty, Otto Smith, A. A. Bowman, W. H. Fortner, Merritt Kent, O. H. Peterson, W. T. Holmes, P. Maloy, W. J. Strang, J. W. Lacey, F. W. Hurlburt, W. H. Doane. The tellers at the election were bros. H. W. Orrill, A. A. Bowman and M. H. Burke. The following were elected and installed as officers :

C. C., Merritt Kent, box 115, Danville, Ills.; A. C. C., D. P. Beatty; S. & T., A. A. Bowman, box 368, Danville, Ills.; S. C., F. W. Hurlburt; J. C., Thomas O'Neil; I. S., W. F. Holmes; O. S., W. H. Fortner. Correspondent to Monthly, George Burt.

The name selected was Danville No. 118. The meetings will be on the second and fourth Sundays of each month, at 2 p. m. And let me add that the service of installation was performed by that prince of good brothers E. H. Belknap, your humble servant acting as marshal. I am sanguine that we will have a *good* Division in No. 118. Bro. Kent held a withdrawal card from Division No 13, and is a good brother I assure you.

Please convey my thanks to the brothers who so ably assisted me in the work of the order.

L. R. CARVER.

THE G. T. R. CONDUCTOR.

We clip the following from the *Toronto Globe* :

The Order of Conductors, it may be said, are indignant at a report published in a local paper to the effect that they had already offered to accept a reduction of 5 per cent. They say they will abide by the decision of the coming meeting, and have, so far as a body, made no overtures to Mr. Hickson, although individual members may have done so.

We are informed that the Order of Railway Conductors did accept the proposed reduction at once and that the above article is calculated to mislead ; all should understand that our Order is a non-striking organization, whatever some parties may have to say of it. We believe that Mr. Hixon, representing the G. T. R., did a very courteous act when he asked his employes to consult with him for the best interests of the company, and we are loth to believe that there are any among his conductors who would be discourteous enough not to meet him on even ground in the matter. Our able assistant, Mr. Samuel H. Defries, of Toronto, also the oldest passenger conductor on the G. T. R., and fully master of the situation, reported to us after the conference that matters were satisfactorily arranged so far as our Order was concerned, and we believe he stated the facts of the case, as he was in a position to know. We desire that the public shall know just how we feel in these matters, and only ask do not condemn the whole on account of a mere report.

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

EMINENT DOMAIN—STAY OF PROCEEDINGS.—Where a corporation has immediate need of property, as for a passenger depot, the opinions of the proper officers of the corporation as to the size and location of such depot will have great weight, unless it be seen that, under pretense of the necessities of the company, it is seeking to injure others. Where the court has decided that the taking of land by a corporation is necessary no stay of proceedings should be granted —*The New York, West Shore & Buffalo Railroad Company v. Townsend*. Supreme Court, New York, General Term, September 1883.

MASTER AND SERVANT—NEGLIGENCE—BURDEN OF PROOF.—In an action for injury by negligence by an employe against his employer, if the plaintiff fails to make out a *prima facie* case entitling him to a recovery, the award of the nonsuit is proper, though the question be one of negligence. A knowledge of the dangerous character of the tool which he uses is fatal to recovery by the employe, from an injury received from the use of such tool. Nor does it vary the case that the employe knowingly undertakes to use a dangerously defective tool, under the immediate command of a superior employe.—*Bell v. Atlantic & Great Western Railroad Company*. Supreme Court, Georgia, April 10, 1883.

RECEIVER—EXTENT OF AUTHORITY.—1. The powers of a receiver are co-extensive only with the jurisdiction of the court appointing him; and a foreign receiver will not be premitted, as against the claims of creditors resident in Illinois, to remove the assets of the debtor from the state, it being the policy of every government to retain in its own hands the property of the debtor until all domestic claims against it have been satisfied.

2. When a receiver has once obtained rightful possession of personal property situate within the jurisdiction of his appointment, which he was appointed to take charge of, he will not be deprived of its possession though he takes it in the performance of his duty into a foreign jurisdiction. While there it cannot be taken from his possession by creditors of the insolvent debtor who reside within such jurisdiction.—[*Chicago, Milwaukee, & St. Paul Railway Company, v. Keokuck Northern Line Packet Company*, Supreme Court Illinois, October 1, 1883.

CONTRACT—NOVATION.—The plaintiff, a physician, attended at their request certain persons who were wounded by a railroad accident and was attending them when the president of the defendant company told the wounded persons (though not in the presence of the physician) to employ whatever physician they might choose and the company would pay the bills. This was conveyed to the plaintiff, but he testified that he attended the wounded until their recovery, in pursuance of the original calling. In an action against the company upon contract for services performed, Held: That there was no mutuality by consent between them, and no liability attached to the railroad company for services performed by the plaintiff to the persons who employed him.—*Carney v. South Pacific Railroad Company, Supreme Court, California, June, 15, 1883.*

PATENT LAW.—If letters patented are void because the device or contrivance described therein is not patentable, it is the duty of the court to dismiss the cause on that ground whether the defense be made or not.—A contrivance that consists merely in putting an additional pane of glass in a fare box in a street car, opposite the side next the driver, so that the passengers through it see the interior of the box, does not embody or require invention and it is not patentable. When the elements of a contrivance consisting of a farebox, a headlight and a reflector are all old, and what is claimed as invented is simply the making of an aperture in the top of the fare-box and turning the rays of the lamp-head through it into the box by means of a reflector, so that the interior is illuminated, there is nothing patentable in such a contrivance.—*Shawson v. The Grand Street Passenger Railway Company, U. S. Supreme Court April 23, 1883.*

PERSONAL INJURY—DAMAGES—APPEAL.—Plaintiff while crossing defendant's track from the depot platform was struck and thrown from the track by the forward one of three flat cars loaded with gravel, which were being pushed in front of a regular train, the locomotive of which exhibited the signal headlight, but no light was placed on the flat cars in front of the locomotive. Plaintiff and several other witnesses testified that each saw the headlight of the approaching train, but did not see the gravel cars in front of it.

Held, there is nothing in the testimony authorizing the court to hold it conclusively proved that the headlight was sufficient to enable plaintiff, had he recognized reasonable and proper care and scrutiny to see the gravel cars and thus become aware of the peril of crossing the track when he attempted to do so. Held, that the questions really are: Did the negligence of the defendant cause, or that of plaintiff contribute to the injury? and from their very nature can only be answered by drawing the proper inferences from established facts; and that this is the function of the jury. The non suit was properly vacated.—[*Bohan v. Milwaukee, Lake Shore & Western Railway Company, Supreme Court, Wisconsin, May 31, 1883.*]

FRATERNAL DEPARTMENT.

BURLINGTON, April, 1884.

EDITORS MONTHLY :—We send you the following as a Division communication, to be inserted in the Magazine, with a request that each division of the O. R. C. give its views on the subject through the same channel. We present the following ideas regarding our insurance association for your consideration, and hope that in the near future some plan will be decided on that will place our insurance on a basis that will make it a credit to the order. As it now stands, the benefit is so small that few members care to take hold of it, and as an organization we can not in justice to ourselves and families allow this part of our order to remain in its present state any longer than will be necessary to place it in a position that would make it an object for every brother to sustain that portion of the order also. As a body we can afford to pay each member in case of death or total disability, twenty-five hundred dollars, and it can be done without very heavy assessments, as a great many members of the order would avail themselves of the opportunity to become members of the association if the premium was large enough to be a benefit to them or theirs. Now we would suggest that we join hands in this matter and go to work and see if it is not possible to make the premium at least two thousand dollars. Our idea would be to ascertain the membership of each division, and figure the assessments by the membership of the same, and let the treasurer of each division collect and hold for the benefit fund sufficient money to meet one assessment, and the Grand Treasurer to hold for the benefit fund sufficient funds to pay one benefit, so that in case of death or total disability of any member, he will have sufficient funds to pay the premium, and should there be occasion to pay two premiums, then each division would have their reserve to draw from without having to wait to collect it. This would not cause any delay in paying premiums, and all claims could be settled in at least thirty days. We would also suggest that the division of which the deceased or disabled was a member, see that no fraud is imposed on the association if he is in their district, if not, then it to be the duty of the division that is to take charge of the case, collecting all necessary proofs, with doctor's certificate, for division of which he was a member, who will forward the same to Grand Treasurer, which will be authority for him to pay the benefit to the proper parties, taking a receipt for the same, and placing in the Monthly a notice of the same, giving name and manner of death or disability. Also it to be the duty of the Grand Treasurer to send the Treasurer of each division a receipt for the amount of each assessment; also each

Treasurer to give each member a receipt for amount collected in each assessment. This would save the trouble that now exists in that direction. This is the outline of our ideas, and we present them to all subordinate divisions for their consideration, and hope that when grand division meets some plan will be decided on, whereby the order will have an insurance that will be a benefit to its members: and it can be done if each division goes to work and has its delegates go to the Grand Convention ready to go to work. Let this matter claim the attention of every member of the O. R. C., for if we can once get our insurance to a place where it will be a benefit, there will be no trouble in sustaining it, for all will readily see that it is to their interest to support an order insurance, for they know then they will not be defrauded as is often the case on some technicality in regular insurance companies. In conclusion, we will say that it is our hope that when the grand division meets that this question will meet with the consideration that it demands, and that it will be placed on a basis that will be satisfactory to every member of the order.

DIVISION 31.

BEARDSTOWN, ILL., 1884.

EDITORS MONTHLY:—I suppose I will have to say something through the Monthly, or the members of 81 will think they ought to have another correspondent. Friendship Division is in a flourishing condition, at our last meeting we had ten present, it is very hard for us to hold regular meetings, as the road is doing a very light business, and our crews are cut down so that what few crews we have are kept going hard are making good time and plenty of money, and then four of our brothers are running passengers and lay over in St. Louis Sundays, and five local freight men are away from the division room Sundays. We were organized July 12, 1883, with eighteen charter members; we now number thirty members in good standing. Our C. C., B. Y. Hagadone has gone to Hot Springs, Ark. for his health; brother Hagadone has been sick for about six months, hardly able to do any work, and we hope his trip to the Springs will bring him back sound and well. We all look anxiously for the Monthly, and it proves a welcome visitor. A few days ago an agent of a connecting railway was riding in the cupola of my way car, and happened to see our Monthly in the rack (that says read and return) and wanted to buy the book. I told him for one dollar and a quarter he could have it sent to him for one year, and I took his name and address right there. Now I do not think that road is worked very good. At our last meeting I talked to a good many of our brothers in regard to division 58's resolutions, and they thought it was a very good step for us to take, and I believe it will be the best

thing for all divisions to adopt them. All brothers visiting Beardstown, Ill., will find Friendship Division, No. 81, located in B. of L. E. Hall, meets second and fourth Sundays in each month, at 9 A. M., where we will be glad to meet any and all visiting brothers, Yours in P. F., S. A. Y. DIVISION 81

THE NEEDLES, CAL., 1884.

EDITORS MONTHLY :—Some one says "you must write something for our Monthly. Let our friends and old associates that have left us, returned to America, "the land of milk and honey," know we are yet alive and here in this uninhabited region. Echo of the shrill voice of the locomotive whistle follows echo, as we go bounding over the immense mountain divides, or whirling with lightning rapidity through the canons thousands of feet in depth, the most wonderful of which is the "Grand Canon of the Colorado," (and perhaps the most wonderful in the world,) the immensity of which must be seen to be realized; evidently formed by volcanic eruptions, thousands upon thousands of years ago. To give some idea of its height: as you stand at the bottom at noon in a clear day and look towards the heavens it seems as tho' the summit of the canon touched the skies, 7,500 feet up, and you see stars as distinctly as tho' 'twere midnight; one is struck with awe and admiration at the mighty works of nature. Such are some of the scenes along the line of the "all the year 'round route," the Atlantic & Pacific R. R. And away out here among the canons and mountain divides, isolated, cut off from society and the world seemingly, we have established a division of the noble "Order of Railway Conductors, Aztec Division, No. 85," and right proud we are of ourselves. Numbering twenty-five good, solid, intelligent looking fellows as ever pulled a bell-cord or held 'em up down the steep canon grades. For the want of a building we are quartered very pleasantly in an office car, stuck our "shingle" out—"Headquarters Aztec Div., No. 85, O. R. C.—Reading Room and Library," and we are as happy as can be under the circumstances. It is certainly a very dreary country for a 99 years' lease, and the fellow who exclaims, Oh! for some spot of earth where women do not dwell! (a mean man he must have been,) let him come out here and he can say to himself, "Eureka! Eureka!" There is one thing however we do have, and plenty of it—climate; it is indeed the healthiest climate, or at least a climate for health equal to any spot in the world. In mineral deposits we are wealthy; some of our more adventurous ones take themselves to the mountains, and not unfrequently do we receive messages from the bold railroad mining mountaineers. (wearing an O. R. C. badge pinned under the vest nearest the heart): Struck it rich; it assays from

\$500 to \$2,500 to the ton. "Go tell Aunt Hannah!" Some changes have taken place recently; F. W. Smith, Gen'l Supt., who has controlled and managed the road from its incipency, still remains and if a vote of the employees would retain him, would always be General in charge, having that peculiar tact that controls without fear; he is respected by all. Among his able assistants are Geo. F. Chalender, a veteran in the service and ranking very high in his profession as both Assistant Superintendent and Superintendent Machinery and motive power. W. C. Dennison, General Passenger, Ticket and Freight Agent, (vice C. R. Williams, resigned), a recent appointment and a man popular with both patrons of the road and employees, in fact with everybody. J. J. Blower as Local Auditor, a most thorough business man. A. B. Wilson, Paymaster—we all hail his pleasant countenance with delight of course. I. N. Horner, (Old Ike), from the Pan Handle, as Train Master of the 1st and 2d Division—having served a life-time on the rail, is most admirably suited to the position, or even something better. I shall not soon forget the pleasant evening passed at his magnificent residence in Albuquerque, with his happy wife and brilliant daughters around him, rehearsing the scenes and adventures while on our trip to Mammoth Cave, (complimentary by the A. & N. R. R., an elegant train of Pullman Cars,) upon the occasion of the Conductors' Life Insurance Association, held in the City of Louisville, A. D., 1872, where we were both delegates, and those of our order who attended will readily remember the happy, happy trip. Our old friend Ganson, delegate from the Little Miami, who, although now dead, will ever be remembered; how happy we all were then, and if I mistake not our worthy G. C. C., Wheaton, numbered among the distinguished delegates (as well as myself.)

On the extreme western divisions, 3d, 4th and 5th, we have W. A. Osgood as train master, a noble scion of the O. R. C., and worthy member of Aztec Division, No. 85; we feel proud of him; built up from our own ranks he stands head and shoulders above a recent foreign importation. Such appointments should teach officers that if they would look around among their own material they can find men better qualified, more capable, and as high up in the standard of intellect as foreign importations, and encourage their own men by promoting from their own ranks, without going to foreign roads for them; there is no road but if its officers would take the trouble to look could find men capable and adapted for most any position the road might offer; all they want is an opportunity to show their capabilities. Had it not been for the war giving Gen. Grant an opportunity to develop his ability. he would probably have been a tanner of leather to-day in the little town of Galena, Illinois. I

believe (at least the railroader says) it was D. W. Caldwell, the able manager, remarked that if he wanted to promote to any important position he did not know, among his list of employes, one he thought had intellect enough to stand the promotion ; what a remark from a General Manager! (I dare say he could have found them among his aunts, uncles or nephews), if the fact was known and he knew his men, could find those capable of filling his own position with credit.

On the first passenger division as conductors, we have Geo. H. Frost, "Red Hot", the noble hearted, generous old Missouri "Moss Back," Jno. Greenleaf, M. B. Hamble. 1st Freight Division. E. S. Hedden, Geo. D. Mills, D. Burgess. 2d Freight Division. Thos. Gilluly, W. D. Hartman, F. P. Morgan, A. F. Johnson, J. H. McCauly, (extra). On second Passenger Division. Chas. H. Richardson, Thos. Topley H. L. Keaggy. 3d Freight Division. Court R. Perry, Geo. C. Rainey, F. W. Gorham, James Walsh. 4th Freight Division. L. W. Roberts, W. A. Moody, T. B. Harris, Ed. Rush, W. W. Curtis, (extra). 5th Freight Division. F. Chamberlin, J. L. Nelson, J. F. Wood.

In the motive department, as assistant to Geo. F. Chalender, we have two such good men I am compelled to give them a little noteriety in the columns of our Journal, A. R. Barritt in charge of divisions four and five. J. X. Woods, two and three. A. R. Jones we were glad to welcome back after an absence of some months, at present is assisting in the office of train master Osgood and Assistant Master Mechanic Barritt. We pride ourselves on our selection of S. and T., L. W. Roberts, he has been untiring in his endeavors to swell the Journal's subscription list, and to him credit is due. Rob. let the noble work go on. In next communication will try and give list of names of our noble Engineers, Firemen, Baggage Masters, etc. The A. and P. is certainly equipped with as fine a lot of men as any road in the country, and we want to see every one of their names on the Journal's subscription roll. J. F. W.

KANSAS CITY, Mo., 1884.

DEAR BROTHER WHEATON AND EDITOR—In behalf of Kaw Valley Division No. 55, I will write you a few lines to let you know that we are all well and prospering, and are adding new members to our Division every meeting, and it now seems as though the time would soon be when every Conductor will be a member of the O. R. C., and I hope that time will come, as it makes better Conductors and promotes a brotherly feeling among Conductors that we have always been in need of. In the first place it is a protection to every Rail Road in our land in two ways, it guarantees to all Rail Roads who employ Conductors that are members of the O. R. C. that in case of trouble we will stand

by them, and in the second place each brother is in duty bound to work for the interest and welfare of his fellow-brother, thereby making a double protection for all Railroads as well as Conductors; how many brothers, as well as myself, can remember the up-hill work they have had seeking a situation on a foreign road in years gone by, almost every conductor and brakeman looking on you as a trespasser, and making your path rough and unpleasant; but how different it is to-day. If a brother in good standing seeks employment on a foreign road he is welcomed, and is given a hearty reception, good advice and instructed as to rules and grades of his road by some brother who is always glad to see him succeed. And brothers let each one of us see if we can always receive each and every one of our brothers in just this same spirit, and always remember this tie in our obligation, "that we will speak words of wise counsel to an erring brother, and will warn him of any approaching danger." And I sincerely trust and hope, with God's help, each one of us will keep sacred our obligations, and may we grow to be better men and brothers every day of our existence, so that in time to come our Order will be looked up to as a standard for others. And of all things let harmony and brotherly love be uppermost in every Division.

Some time last year the Rail Roder published the names of some of our brothers who had risen to prominent positions, and if I remember right no mention was made of a brother we have in Kaw Valley Division No. 55, so I take great pleasure in giving you his name. It is that of brother Lewis B. Eveland, formerly a passenger Conductor on the Mo. Pac. Railway, who left that road in 1876, and was elected to the office of city treasurer of Kaw City, Mo., for the year of 1883, and was reelected on the 8th inst. for the year 1884, and Kaw Valley Division, No. 55, is indeed proud of our worthy brother,—one who has no equal as a brother, citizen and gentleman, and we take this opportunity to congratulate brother Eveland on his re-election, and we take pleasure in calling your attention to our worthy brother who has brought honor upon himself and credit to our noble order.

Hoping these few lines will find room in our Magazine, which, I will say, we look for eagerly every month. With kindest regards from Kaw Valley 55th, to you E. P. S. I remain yours in P. F.

E. P. SULLIVAN.

EDITOR MONTHLY—No. 79 is still moving along in the even tenor of its way, adding strength at every regular meeting in the shape of new members, and the manner of doing work. At the meeting of March 23d we gave T. O. Moon, of Central Iowa Railway, the first degree, and went through the usual

form of business ; then adjourned till April 14th, our next regular meeting, which found us 30 strong. Gave A. R. Cloverdale and C. W. Gosset, of the Havana Division, W. St. L. & P. the first degree, and promoted bro. T. O. Moon, along with the above brethren to the second degree. Board of trustees examined our worthy secretary and treasurer's books, according to Sec. 4 of our By-Laws, and found them in good shape. Bro. Gillett and bro. Bell, delegates to the Iowa state convention made their report, and along with it gave the members some very instructive information, which they learned from our Grand C. C., and in consequence we made a marked improvement in the working Div. 79, and hope, when our G. C. C. pays 79 a visit he will see the results of good schooling. The April No. was a marked improvement, and was spoken of as A No. 1, and hope that its support will be such that it can rank as the best Monthly printed. We are having a little trouble getting it to all of its subscribers, and suppose it is the fault of the mail. Hope that trouble will soon be overcome, as all look for it anxiously. Rail Roads have experienced quite a set back here of late. Freight has fallen off and the bottom has dropped clear out of our passenger business. With it all some of the companies do not feel the effects of it enough to prevent them from giving that detestable of all beings, the "*spotter*" a job, and as a consequence several good conductors heads have dropped over the block. Bro. W. H. Smith of the C. R. I. & P. has resigned his position as passenger conductor to enter into something more quiet, as for the past eight years he has filled the above position, contrary to his physician's advice, and now is compelled to quit. No. 79 has issued a call to the Conductors of Illinois to meet at Peoria, May 11th, when we hope many will come and participate with us in the meeting. Bro. Wheaton, hope you can arrange so as to be with us and complete the good work upon all the members of 79 that you commenced on bro. Bell and bro. Gillett, in Iowa. The brothers who attended the organization of the Logansport, Indiana Division, report having a good time, and are loud in their praise of the treatment they received from our "Hoosier" brothers. Cotton Smith has been looking for Ben Thompson ever since he came back from Logansport to tell him a story Ben heard while there. Division 79 was the recipient of a beautiful altar cover, embroidered to represent the red, white and green lights of our order. Made by our worthy bro. A. C. C. Bell's accomplished wife, and presented to the Division with her compliments and best wishes. The cover was immediately placed in its proper place and viewed by all brethren, who pronounced it a beauty. Resolutions of thanks was passed by the Division and sent to Mrs. Bell. May she live long and never regret the time the present caused her to lose. 79.

LADIES DEPARTMENT.

*KATE SHELLEY.*

The Iowa legislature presented Kate Shelly, January 15, the day on which it took possession of the new capitol at Des Moines, with a handsome medal of the value of \$150 and \$200 in money, in recognition of her heroic act in preventing, the night of July 6, 1881, at the risk of her life, a disaster on the Chicago & Northwestern Railroad, near Moingona, Ia., which would have resulted, but for her, in an appalling loss of human life. The medal has been prepared by Tiffany & Co., of New York, and represents Kate in the act of crossing the railroad bridge over the Des Moines river. Above are the words : "Heroism, Youth, Humanity;" on the reverse of the medal is the following inscription : "Presented by the State of Iowa to Kate Shelly, with the thanks

of the general assembly, in recognition of the courage and devotion of a child of 15 years, whom neither the terror of the elements nor the fear of death could appal in her efforts to save human life during the terrible storm and flood in the Des Moines valley on the night of July 6, 1881."

Congressman Holmes, to whose efforts this action of the Iowa Legislature is largely due, hopes to secure in addition to the small sum voted by the legislature, enough money to pay for the education of Kate Shelly. Her family is poor. The father, who was a section foreman of the Chicago & Northwestern Railroad, was killed in an accident ten years ago. The mother has since then endured many hardships and privations in the endeavor to bring up her five children. An effort will be made to relieve them as far as practicable, and an appeal is to be made to the public for that purpose.

Have you heard how a girl saved the lightening express,
Of Katie Shelley, whose father was killed on the road ?
Were he living to-day he'd be proud to possess
Such a daughter as Kate. Ah ! 'twas courage she showed
On that terrible evening when Donahue's train
Jumped the bridge and went down in the darkness and rain.

She was only fifteen, but a woman in size,
With a figure as graceful and lithe as a doe ;
With peach-blossom cheeks, and with violet eyes,
With teeth and complexion like new-fallen snow :
With nature unspoiled and unblemished by art,
With generous soul and a warm noble heart.

'Tis evening, the darkness is dense and profound.
Men linger at home by their bright, blazing fires ;
The wind wildly howls with a horrible sound,
And shrieks through the vibrating telegraph wires ;
The fierce lightning flashes along the black sky :
The rain falls in torrents, the river rolls by.

The scream of the whistle, the rush of a train,
The sound of a bell, a mysterious light,
That flashes and flares through the fast-falling rain :
A rumble, a roar, shrieks of human affright ;
The falling of timbers, the space of a breath,
A splash in the river, then darkness and death.

Kate Shelley recoils at the terrible crash,
The sound of destruction she happens to hear ;
She springs to the window, she throws up the sash,
She listens and looks with a feeling of fear :
The tall tree tops groan, she hears the faint cry
Of a drowning man down in the river near by.

Her heart feebly flutters, her features grow wan,
 And then through her soul in a moment there flies
 A forethought that gives her the strength of a man ;
 She turns to her trembling old mother, and cries :
 " I must save the express, 'twill be here in an hour."
 Then out through the door disappears in the shower.

She flies down the track through the pitiless rain,
 She reaches the river, the water below
 Whirls and seethes through the timbers—she shudders again,
 " The bridge ! to Moingona ! God help me to go."
 Then closely about her she gathers her gown,
 And on the wet ties with a shiver sinks down.

Then can fully over the timbers she creeps
 On her hands and her knees, almost holding her breath ;
 The loud thunder peals, and the wind wildly sweeps
 And struggles to hurry her downward to death ;
 But the thoughts of the train to destruction so near
 Removes from her soul every feeling of fear.

With the blood dripping down from each torn, bleeding limb,
 Slowly over the timbers her dark way she feels ;
 Her fingers grow numb, and her head seems to swim,
 Her strength is fast failing, she staggers, she reels ;
 She falls ! Ah ! the danger is over at last,
 Her feet touch the earth and the long bridge is passed.

In an instant new life seems to come to her form,
 She springs to her feet and forgets her despair.
 On ! on ! to Moingona. She faces the storm ;
 She reaches the station, the keeper is there.
 " Save the lightning express. Ho ! hang out the red light,
 There's death on the bridge at the river to-night !"

Out flashes the signal-light, rosy and red,
 Then sounds the loud roar of the swift-coming train ;
 The hissing of steam, and then brightly ahead
 The gleam of a headlight illumines the rain,
 " Down brakes !" shrieks the whistle, defiant and shrill,
 She heeds the red signal, she slackens, she's still.

Ah, noble Kate Shelley, your mission is done,
 Your deed that dark night will not fade from our gaze ;
 An endless renown you have worthily won,
 Let the Nation be just, and accord you its praise.
 Let your name, let your fame, and your courage declare
 What a woman can do and a woman can dare. —[*Chicago Inter-ocean.*]

THE CRAZY QUILT.

I received, at the end of my journey,
 A welcome that made my heart ache.
 And into that pleasant guest-chamber
 Was ushered at bed-time to sleep.
 The room was delightfully cozy.
 The furniture chosen with care,
 While spread o'er the bed so inviting,
 Was something I'd not seen elsewhere.

It was fashioned of silks, velvet, satin.
 Of every conceivable hue,
 Embroidered with birds, beasts, and flowers
 In a manner most wondrous to view.
 But my limbs werc so weary with travel.
 And so heavy with slumber my eyes,
 That I thought. "I'll wait until morning,
 And puzzle it out when I rise."

To deamland I soon must have journeyed,
 For scarce had I shut out earth's scenes,
 When a floating procession of garments
 Advanced by invisible means.
 They came from the southward in clusters,
 The came from the northward in troops,
 While the east and the west seemed to rival
 All others in size of their groups.

There were ball-dresses, long past their splendor ;
 White robes which some bride must have worn ;
 Queer ribbons old bonnets, and waistcoats ;
 And from each one a section was shorn.
 Cloaks, jackets, skirts, aprons, and neckties—
 They hovered in groups o'er the bed,
 And with aspect of utter dejection
 Their phantom hands clutched at the spread.

All night round the bedside they circled,
 And when in the morning I rose,
 My eyes, in their stupefied vision,
 Could see but a mass of old clothes.
 So when at the table my hostess
 Asked what sort of a night I had spent,
 I told my strange dream to the household
 And begged to know what it all meant.

For a time they looked at me quite puzzled,
 Their faces with wonder perplexed ;
 At length my host cried, "I have solved it !"
 And laughed till I almost got vexed.
 He laughed while we plied him with questions,
 Engaging in merry word-tilt,
 Then gasped with what breath he had left him :
 "You slept 'neath my wife's crazy quilt !"

—*Boston Globe.*

MENTIONS.

—The Brothers will please note the change in location of Division No. 85. All Brothers who can make it convenient please call in and see them.

—We have many valuable and interesting communications on file; in fact, enough to double our number of pages issued. Have a little patience, brothers; we will get around after awhile.

—All divisions and officers of railways are hereby warned against one J. Counter. He is a *Fraud of the first water*. He has a division card, and if presented to any one, please remove it and send to this office. His last place of residence was St. Thomas, Ont.

—We are the recipients of a splendidly gotten up invitation to attend the Mayday ball of Dennison Division No. 53. We regret that we cannot be present with them, as business at home will prevent. We wish the brothers a pleasant and enjoyable time and a grand financial success.

—We have received from the Travelers Insurance Company, of Hartford, a copy of the official engraving of the Bartholdi Statue to be placed in New York harbor. It is the only correct picture of that noble gift, and faithfully represents to the eye the enormous statute, completed and in the midst of its magnificent surroundings.

—We are informed that at a regular meeting of La Crosse Division No. 61, D. D. Case was expelled for defrauding his brothers and committing other acts unbecoming a man and brother of our Order. Acts that should debar him from the service of any Railroad Company. No. 61 will gladly furnish full particulars on application to them.

—Boone Division have done nobly in subscribing for the Monthly for Mr. H. G. Bart, Sup't Iowa Div., H. M. Hughes, Ass't Sup't, H. C. Mahanna, Train Master, and E. E. Hughes, Train Dispatcher, all officers of C. & W. W. R. This we believe would be a good plan in each Division; it will enable all to become thoroughly acquainted with our Order.

—We have just received samples of programmes and bill of fares from North Star Division No. 47, at Winnipeg, Manitoba, and would like to give to our readers a detailed account of the grand affair, but space will not permit. It was one of the grandest affairs that has ever taken place in the northwest, and is proof conclusive that the brothers are building up a good state of society at their home in Winnipeg.

—We are pleased to note that Perry Division, No. 84, have endorsed the Grand Division Temperance Resolutions. We would print in full, but owing to the crowded state of our columns and the fact that they are the same as heretofore published, we have filed them and assure the brothers that their step will meet the approval of all right minded persons. We also have some valuable communications from the same quarter, which will appear as soon as we can find space for them.

—The Erie road is quite remarkable for retaining old-time conductors in its service. Messrs. Stewart, Wood, Martin, Goss, Hurty and Green are among the old stagers, some of whom are well past three score and ten, still all in active service, with intellects keen and bright and possessing funds of anecdotes and experience, gathered from their incessant rides on the rail. We do not know whether or not other roads are favored as well as

the Erie, but such an experienced and faithful set of conductors no road in the country can boast of. Nor does the Erie work its conductors to death, intervals of lay-offs being so well arranged that each man has time to rest after his arduous trip."—*Railroad Herald*.

—Our lady readers will please note the establishment of the Ladies' Department in this number, and we desire all to please interest themselves in this Department, and forward to Mrs. C. S. Wheaton, No. 104 Lake street, Elmira, N. Y., any matter you may have that will interest. Mrs. Wheaton has kindly consented to take charge of this Department, for a while at least. We expect to be able to give three or four pages of our space each month to this Department.

—We clip the following from the *American Machinist* :

The Order of Railway Conductors have commenced publishing a monthly magazine with the above title, to represent the interests of their order. The first number, which is dated January, is before us, and it is a very handsome and interesting monthly. The articles are carefully prepared, and the selections are judiciously made, the editor being evidently actuated with the desire to give the subscribers a treat in the way of interesting reading. Mr. C. S. Wheaton, Elmira, N. Y., the Grand Chief Conductor of the Order, is editor, and Mr. W. P. Daniels, Cedar Rapids, Iowa, Grand Secretary, is business manager. We know Mr. Daniels to be one of the most energetic railroad men in Iowa, and his business ability will do much towards assuring success to the CONDUCTORS' MONTHLY.

—In accord with our invitation and promise we expect to leave home about the 8th of May to attend the union meeting of all the divisions in the State of Illinois, to be held in Peoria on Sunday, May 11th, at 10 o'clock A. M., and we want every division in the State to be represented, and all that can attend from adjoining States. Judging from what we saw at Des Moines and Milwaukee, these meetings will be a great help to our Order in the days that are to come. Brothers, let us come together and have a grand good meeting. We look to have Oil City ready to organize by that time, and with that organization and some calls that we have to make on local divisions, will consume all our leisure time in May. Hereafter we cannot consent to any engagements after the 9th of the month, as we must have some time to prepare for the issue of the Monthly, and we go to press on the 13th, with first form. Divisions arranging union meetings will please note.

—"Last Sunday night at 10:30 Conductor Ward brought from Des Moines, a jolly set of railroad boys. They were as full as they could hold, and took possession of our depot. They were all railroad conductors who had been to Des Moines to attend a conductors' convention. They were out for a good time, and they had it, too, and kept the depot full of music for three hours. They had to wait for No. 4 going east, as they were from Marshalltown. They drilled as soldiers, danced, sang and did everything to pass away the time. They were twelve or fifteen in number. The beauty of the whole was, there was no signs of drinking or drunkenness, nor did they use any bad language, such as is customary with railroad men. They were as good natured and polite a set of men as one often sees, and some of them were very good singers; one they called 'Jumbo,' on account of his size was extra good. He sang several pieces, two of especial notice—one church piece and the 'Sword of Bunker Hill.' May the boys long remember the three hours at Ames."—*Ames Intelligencer*.

PERSONALS.

—Bro. J. M. Babcock was present at the organization of the new division at Janesville, on March 23d.

—Brother Wm. Hickey, of division No. 67, has so far recovered from his severe illness as to be able to be out again.

—Exchanges announce the death of M. Brady, one of the oldest conductor on the N. & N. W. Ry. He was not a member of our Order.

—Mr. A. R. Burgett, the veteran passenger conductor of the N. C. R., is said to be a great lover of trout, but gets but few of them when sent by such messengers as brother Potter.

—Brother John Lewis, of No. 29, we regret to learn, has been laid up with rheumatism for some time. He is now on the highway to recovery. We sincerely trust he will soon be able to resume his train.

—Brother H. W. Orrill informs us of the expulsion of Scott Walls, from division No. 92, for drunkenness and violation of his obligation. He has a division card and a ritual. Brothers of the Order will be on the lookout for him.

—Bro. Frank Bateman, of division 78, and an old time conductor on the C. M. & St. Paul Ry., has left the employ of this company and accepted the situation of general yard master for the T. & P. Ry., and is located at Dallas, Texas.

—Mrs. Catharine Jackson desires to return her sincere thanks to all members of the Order, and particularly to Arnum division, No. 27, for their many acts of kindness to her during her hours of trouble and for \$679 in money so kindly supplied by the Order.

—Bro. W. P. Daniels will leave home May 12th for the west to organize some new divisions. He requests us to state that division cards issued during his absence will be issued by Bro. E. O. Soule. Those familiar with the writing of brother Daniels will note change; although changed they are genuine.

—Brother F. A. Bonnell, secretary of division No. 14, writes us that the fund from the divisions, thirty-six in number, give a total of \$425, which is doing nicely from all. Those who have not responded will please do so soon as convenient, as the brothers are somewhat anxious to close the matter up. Those who have responded have the thanks of the brothers of No. 14 for their gifts.

—Bro. Wolcott writes from Broadview, Nevada Territory, that the copies of the Monthly were very late in getting there. We were sorry to learn of his accident and hope ere this that he is all right again; we also heartily endorse his sentiment in regard to the insurance degree; if all our brothers would take it, what a grand success it would be. We hope to hear from the brother again soon.

—Brother C. M. Arnold, of No. 41, writes us that he has to-day sent brother Daniels *seven* insurance applications, the result of seven days work for this branch of our Order, and will double it inside of thirty days. Brothers, this is an act worthy of emulation. Now let some other of our brethren try and see if they can't outdo this record. Brother Arnold has our thanks for his good work. Next!

WILLIAM W. FLACK.

AUGUSTA R. BLISS.

THURSDAY, MARCH 13TH, 1884,

PARK HOTEL.

HANNIBAL, MO.

I received a neat and dainty card, telling in words quite plain,
Of a lady friend to a friend of mine, who was going to change her name ;
Inviting me, on a certain eve, to answer the summons, where
Two, without even a discard, would make an excellent pair.

I almost know hearts will be trumps, the *right bower* and the *queen*,
And although a diamond, shining bright, might now and then be seen,
Methinks they bear but a minor part, for nothing's so sweet to you
As the *queen* and *bower* of hearts to-night, if both are only true.

So take the will for the deed this time, but never forget to send
'Mid all your happiness in life, a kind thought for a good old friend ;
Be just the same as you have been, then I shall never lack
For a faithful brother, who signs his name, *William W. Flack*.

You have a new train to run, my boy—one passenger all the way ;
The chords of love are the bell-cords now—keep ringing them every day ;
The ticket is through, unlimited, too, first-class, and bears the seal
For a life which you may wish it, either for woe or weal.

Only two to make out the time-card now, and the *special rules above* :
Though seeming, old, print in letters of gold, *unselfishness and love* ;
Let the running orders be very plain, and follow them, for 'tis true
You must do to her just as you would she should do unto you.

Never, never be behind time, my friend—never dare to be lazy or slack,
If so, something louder than torpedoes will be going off on the track.
Never grow tired of loving your wife, for the journey you now begin,
If taken aright, will be pleasant and bright, till the Messenger DEATH, calls in.

Try and make life as happy as it can be, each day a little more ;
It may be well to keep an eye ahead for the *light* on the other shore ;
But be perfectly sure of this life first—free from all guilt and stains.
As you have not yet, no, never forget that *perpetual friendship* reigns.

Please accept my best wishes—to you and yours may life be bright and fair,
May health, and happiness, and love all be your greater share,
For this is all that I can do ; I can do no less than this—
So wish you much joy, *my dear old boy*, you having your choice of " Bliss."

Yours in P. F.,

K. H. B.

DEATH OF H. C. ATKINS.

H. C. Atkins, Assistant General Superintendent of the C., M. & S. P. R'y, died at the Cameron House in LaCross, Wisconsin, on Sunday morning April 13, of Paralysis. Mr. Atkins was fifty years of age. He was born in Kennebec county, Maine, and came to Wisconsin thirty years ago. He entered the service of the old Milwaukee & Mississippi R. R. as a brakeman, and remained in the service of that road, finally as conductor on a freight train, until the construction of the Milwaukee & Watertown railroad, when he went into the service of that road under Mr. S. S. Merrill, then assistant superintendent. Here he was promoted to the conductorship of a passenger train. After holding this position some time, he finally went into the service of what was then known as the McGregor Western. He was appointed assistant superintendent of this line and afterward superintendent. His next move was to accept the superintendency of the Winona & St. Peter road in Minnesota, which was then in process of construction. Mr. Atkins remained until the road was built to Rochester. He then returned to Wisconsin and was made, superintendent of the Milwaukee and Prairie du Chien railroad. About this time the Milwaukee & St. Paul Railroad Co. was formed with S. S. Merrill as manager and Mr. Atkins was chosen superintendent. What is now known as the LaCrosse division of the Chicago, Milwaukee & St. Paul road soon was added to Mr. Atkins' lines so that he had under his superintendency all the roads in Wisconsin. About 1870, the road from Milwaukee to Chicago now known as the Chicago Division, was built and Mr. Atkins had immediate charge of this work. The next great Railway movement was the organization of the Chicago, Milwaukee & St. Paul road, and it is a notable fact that during the progress of the formation of the system, those roads that Mr. Atkins had been employed upon, with the exception of the Winona & St. Peter road, have been made a part of the system. Mr. Atkins still had control of the Wisconsin lines with almost unlimited influence with the Company. He was sent to construct the great Council Bluffs Division from Chicago to Omaha, one of his latest big jobs, but there is scarcely a division that he has not straightened out and placed in fine operating condition. In 1882, he was made Assistant General Superintendent of the St. Paul system.

There was no finer railway operative in the country. He established the present system of train service than which there is none better in America. His discipline was excellent. He had the good will of all the employes on the road. He came close to them. He was always approachable. A section hand would be treated as cordially as any one. His decisions were prompt, and if contrary to requests, complaints or petitions, were backed with such reasons and given so pleasantly that no one felt aggrieved. Of 13,000 employes, Mr. Atkins was personally acquainted with nearly eight thousand. His prompt decisions and ingenious remedies in case of trouble were a continual surprise to his subordi-

nates. He was the gamiest man in emergencies that ever lived. He has crawled the length of an icy trestle on his hands and knees to reach a telegraph office and summon aid, when he was a conductor. He has stood in the water for twenty-four hours without meals when a nice piece of work was to be done on a new road, when he was superintendent. He was generous to a fault. When he died there were tears shed in many a home, and when he is buried there will stand a monument, which the employes of the St. Paul Road will erect, a grateful tribute to the homage and honor due him who sleeps below.

THE FUNERAL OF THE LATE HUB. C. ATKINS.

The funeral of the late H. C. Atkins, which occurred this afternoon from the family residence of the deceased, 1728 Grand Avenue, was one of the most remarkable events of the kind which has ever taken place in the Northwest. No Western funeral, public or private, that of Lincoln alone excepted, has ever been attended by so many people from a distance, and none was ever made up of mourners whose grief was more sincere. Of Chicago, Milwaukee, St. Paul Railway employes alone there were between 4,000 and 5,000 in line. The attendance of business men, citizens, wives of employes, and others, amounted to certainly as many more. The remains lay in state in the hall of the residence between the hours of 9:30 and 10 o'clock, and were viewed by between 12,000 and 15,000 people, during that time. The funeral casket was covered with black cloth and trimmed with silver. On the lid was a silver plate bearing the name of the departed one, and the dates of his birth and death.

The floral tributes which filled the hall and the adjoining rooms of the residence, were pronounced by competent persons the most profuse and elaborate ever seen outside of New York. Near the head of the casket was a large floral device of a broken wheel, sent by the St. Paul employes west of the Mississippi river. A floral locomotive and train of cars stood between the casket and the wall. The locomotive was four feet in height and eight feet in length. The train of cars were 16 feet long. The device was a tribute from employes of the road in Milwaukee and Chicago. In the doorway between the hall and the front parlor stood a floral device of a locomotive passing through a tunnel. It was five feet in height, and, like the other devices referred to, was complete to the minutest detail, and entirely composed of choice flowers. This locomotive was a tribute from the company. Among the other notable large devices in the hall were four broken wheels, two broken columns, and a setting sun. In the north parlor was a locomotive with the main rod gone. The body of this locomotive was three and a half feet in height, and the smoke-stack nearly a foot higher. This was a tribute from the Minneapolis employes of the road. Upon the table on which it stood was a handsomely-framed tablet, bearing the following inscription, engrossed within a mourning border :

To the memory of Hubbard C. Atkins, died April 13, 1884. A simple tribute of affectionate remembrance from friends "West of the River," many of whom had been co-workers with the deceased. As we admired, loved and respected him in life, so now in

death, we mourn his loss, as one faithful to his employers ; a true friend to his associates and those under his authority, and just to all. May his mantle fall on one no less worthy.

Wreaths, pillows, anchors and other designs almost without number were among the floral contributions. The house was decorated with smilax and cut flowers.

Among the prominent persons from outside the city who came in before the closing of the general offices were Col. J. G. Everest, of Chicago ; L. W. Campbell and wife, Chicago ; Col. Joe Chapman, Dubuque ; T. E. Nash, Grand Rapids ; George B. Clason, St. Paul ; C. W. Chase, Dubuque ; F. D. Underwood, La Crosse ; Capt. Moulton, La Crosse ; W. J. Underwood, Sioux City ; George W. Sanborn, Mason City ; A. J. Earling, Marion, Ind. ; G. O. Clinton, Chicago ; L. J. Collins, Chicago ; E. L. Bostwick, E. Newman and Robert Toombs, Tomah.

The Madison special was the first to arrive. It came in at 9:30 o'clock. Two specials and the regular train, which arrived from Chicago, shortly after 11 o'clock, brought upward of 500 persons who came to attend the funeral. The special from La Crosse brought a large number of the employers of the road from west of the Mississippi. At several of the intervening stations extra cars were added, each with its quantum of passengers anxious to pay the last tribute to the remains of the dead man whom all loved.

From 10 o'clock until the hour of the funeral both sides of Grand Avenue for the twenty-eight blocks between the bridge and the house, were thronged with people on their way to view the remains and take in the funeral.

Shortly after twelve o'clock the remains were borne into the drawing-room, where they reposed until the close of the religious services at the house. The latter were conducted by Rev. G. E. Gordon, of the Unitarian Church, and Rev. Amos Kiehle, of Calvary Presbyterian Church. Appropriate music was sung by a selected quartette. At the conclusion of the service, the casket was borne to the hearse by C. W. Crse, F. D. Underwood, S. J. Collins, W. G. Collins, A. J. Earling and H. H. West. A. V. H. Carpenter acted as marshal of the procession, his aids being J. H. Barber and A. C. Bird. The marching column, as the procession moved away from the house, was made up in the following order : First, members of Chambers of Commerce by twos ; second, railway men by twos. Behind these was the column of carriages, made up as follows : First, marshal and aids ; second three carriages containing right wing guard of honor ; third, clergy ; fourth, quartette ; fifth, bearers ; sixth, three carriages containing left wing guard of honor ; seventh, hearse ; eighth, family ; ninth, relatives ; tenth, invited friends ; eleventh, committees ; twelfth, foreign railway officials.

When the head of the marching division arrived at Eighth street, it opened ranks from right to left and faced inward. After the cortege had passed through it broke ranks and dispersed, many of those who had had place in it taking carriages which were in waiting, and following the main body of the procession to Forest Home Cemetery, where the interment took place. After the services at the grave the procession of carriages returned in the same order

to the residence, where the guard of honor and bearers alighted and formed lines for the family to pass through to the house, subsequently returning to their carriages and going to their several destinations.

TRIBUTE OF RESPECT TO THE LATE H. C. ATKINS.

On the 16th of April, 1884, the mortal remains of him whom we all loved so well, were laid to rest in Forest Home Cemetery, at Milwaukee, Wisconsin. It would be needless to say that the funeral cortege was a large one. It was a manifestation of grief of the masses. The day was a dismal one, the heavens were draped in mourning and the sun obscured, when we carried him to his last home. It was fit that he who was in life always near to those who labor, should be mourned in death by those who knew him. H. C. Atkins, late Assistant General Superintendent of the C. M. & St. P. R'y Co., was the most popular railway official in the north-west. Always just, obliging, courteous, and easy of approach. He was ever ready to aid those who were his subordinates in the work to which he had so nobly devoted himself. On the day of his obsequies, more than twelve thousand of those who loved him participated; there was never seen in the great west a more imposing cortege than that which followed the casket containing the mortal remains of the departed. It was the spontaneous manifestation of a heart-felt grief, which palpably portrayed itself in the countenances of all who were in the funeral procession, as well as those who witnessed the solemn pageant. Indeed it was in our grief a consolation to know that he was dear to all of us, and in his example may we all take courage, and emulate if we cannot imitate the character of our late friend.

Affections tribute showed itself in the beautiful floral offerings, requiring no less than ten express wagons to carry these tributes to the grave; the sweet odor of these most beautiful flowers embalming in our hearts the sad recollections that a mighty and noble man has been cut down in the fullness of his strength, and taken from us to return no more. Our deepest grief and regrets followed him to the grave. We cannot, with our utmost efforts, sufficiently record the merits of the departed, and console ourselves with the conviction that his works are with us and will endure to the end of time.

GEO. J. JOHNSON.

RESOLUTIONS OF RESPECT.

At regular meetings of Division 61 and 84, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased Providence to remove from our midst our late Assistant General Superintendent of the Chicago, Milwaukee & St. Paul Railway, H. C. Atkins; and

WHEREAS, It is but just a fitting recognition of his many virtues and merits should be had; therefore be it

Resolved, That in the death H. C. Atkins the community at large, and especially the employes of the Chicago, Milwaukee & St. Paul Railway, suffer an irreparable loss, which only time can ameliorate.

Resolved, That it is but just a tribute to the memory of the departed to say that in his removal from our midst we mourn for one who was in every way worthy of our respect, affection and regard.

Resolved, That in our late friend and superior we have lost one whom we cannot see replaced—a just man and a generous one, who, having been tried, knew our trials and tribulations; one who, having slowly and from the lowest round climbed steadily to the top of the ladder, could recognize and appreciate our efforts in like attempts; one in whom we reposed the utmost confidence and to whom we never appealed in a just cause in vain—the friend of every man, and particularly of the employees who were fortunate enough to serve under him. We mourn him sincerely, not as a superior but as a friend just and true. He has gone to his rest, having fought his fight and conquered, and leaving to us and the world that inestimable legacy, a just, honest and true man who has gone but left behind him an unblemished character, which time can only make brighter.

Resolved, That we sincerely condole with the family of our deceased friend on the hard dispensation of Providence in thus removing from them a tender father, a loving husband, an indulgent relative, and commend them for consolation to him who orders all things for the best and whose chastisements are meant in mercy.

Resolved, That this heartfelt testimonial of our sympathy be forwarded to the family of our departed friend by the Secretary of this Division, and that it be published in the *La Crosse*, *Milwaukee* and *Chicago* daily papers, and *Railway Conductors' Monthly*.

By the Committees,

GEO. J. JOHNSON,

CHAS. W. TASKEY,

F. R. TRIPP,

ROBT. TEMPLETON,

T. E. WILLET.

ALEX. FRITZEN,

JERRY MULLEN, No. 61.

No. 84.

HAMILTON, Ont., 1884.

EDITOR MONTHLY—The following resolutions were accompanied by one hundred and fifty dollars from Arnum Division to Mrs. Jackson.

J. OGILVIE, Secretary.

RESOLUTIONS OF CONDOLENCE TO THE FAMILY OF OUR LATE ESTEEMED BROTHER, S. W. JACKSON.

WHEREAS, The Grand Chief Conductor of the Universe has given the alarm at the inner door of our Division room and called one of our number, bro. S. W. Jackson, to the lodge-room above. Whereby Arnum Division, No. 27, Order of Railway Conductors loses a valuable member, his wife an affectionate husband, and his children a loving father.

Resolved, That in bro. Jackson we recognize one who filled the character of a true Conductor, one who in all his relations to his fellow-man, in the community, in the Order of Railway Conductors, in the social circle, or in his private walks of life, as well as his official relations, was highly respected and honored by all who knew him.

Resolved, That we extend to his bereaved widow and orphan children our heartfelt sympathy, and may He who has so graciously promised to be "a husband to the widow and a father to the fatherless," watch over and protect them from all harm.

Resolved, That as a mark of respect to our esteemed brother, our Charter and Altar be draped in mourning for the space of thirty days, and that these resolutions be engrossed on our minutes. Also, a copy be transmitted to the family of our deceased brother, and published in the *Railway Conductor's Monthly*. Also, in the *Hamilton papers*.

A. CAMERON,

R. DARCHIE,

G. R. VAN ORDER,

W. MCKAY,

JAMES OGILVIE,

Committee.

RAILWAY CONDUCTORS MONTHLY.

CIRCULAR NO. 5.

BROTHERS : The following are reported :—

Reinstated—By Division No. 27, March 16th, Con Mahoney.

Suspended—By Division No. 5, March 31st, Francis Keenan.

By Division No. 43, March 30th, George T. Gollands.

By Division No. 55, February 1st, W. H. Weaver. All for non-payment of dues.

Expelled—By Division No. 61, (no date given), D. D. Chase, for adultery and fraud.

By Division No. 92, April 4th, Scott Walls, for intoxication. Scott Walls has Div. Card No. 785, issued March Mar. 21. Please take it up and return to me if presented.

Card No. 331, noted as lost in Circular No. 4, published in the March Monthly, has been recalled and Bro. Davis has no right to use it. The notice in April Monthly, that it had been found is *without authority*. If found it should have been returned to me immediately. Card No. 449 has been issued to Bro. G. W. Davis, to replace No. 331.

Yours in P. F.,

WM. P. DANIELS, Grand Secretary.

We have just received from Bro. W. P. Bell, at Fort Worth, Texas, notice of the death of Bro. N. K. Grose. Anyone knowing of the whereabouts of his brother or sister, please advise this office. Bro. Grose was a Sir Knight. All Sir Knights are hereby requested to take notice that any information they may have will be thankfully received.

Bro. Daniels address will be care Lick House, San Francisco, after May 12th, and until May 25th, 1884.

—Mr. Sullivan, of this city, has just left a box of his famous Cigars on our table, and we noted at once that they were of a new brand, the "O. of R. C." Truly Mr. S. did himself proud in bringing out this brand. We recommend all who desire a fine cigar to try the O. of R. C.

Tioga and Elmira State Line Railroad.

Arrangement of Passenger Trains, July 15, 1883.

GOING NORTH.						GOING SOUTH			GOING NORTH.						GOING SOUTH.		
6	4	2	STATIONS.	1	3	5	6	4	2	STATIONS.	1	3	5				
Acc.	Mail.	Ex.		Mail.	Ex.	Acc.	Acc.	Mail.	Ex.		Mail.	Ex.	Acc.				
P. M.	P. M.	A. M.		A. M.	P. M.	A. M.	A. M.	P. M.	A. M.		A. M.	P. M.	A. M.				
5 25	8 45	8 55	Ar. Elmira Dp.	9 40	5 40	6 15	2 40	7 06	7 19	Tioga Junction	11 10	7 29	9 08				
6 15	8 40	8 50	Erie Junction	9 45	5 45	6 20	3 35	7 03	7 15	Mitchells	11 13	7 32	9 13				
6 06	8 30	8 40	S. L. Junction	9 54	5 55	6 40	2 30	7 00	7 12	Old Station	11 16	7 35	9 18				
4 50	8 20	8 30	Wells	10 03	6 05	6 55	2 25	6 55	7 08	Tioga	11 22	7 40	9 37				
4 42	8 16	8 26	Seely Creek	10 08	6 10	7 03	2 15	6 49	7 03	Berry's Bridge	11 25	7 43	9 42				
4 34	8 11	8 22	State Line	10 12	6 15	7 10	2 07	6 45	6 59	Mill Creek	11 30	7 48	9 55				
4 25	8 05	8 16	Millerton	10 17	6 20	7 25	1 52	6 36	6 49	Lamb's Creek	11 38	7 56	10 10				
4 12	7 58	8 09	Trowbridge	10 24	6 27	7 40	1 40	6 27	6 40	Mansfield	11 50	8 05	10 55				
4 00	7 52	8 03	Summit	10 30	6 33	8 03	1 30	6 20	6 34	Canoe Camp	11 55	8 10	11 05				
3 55	7 43	7 55	Thompson's	10 38	6 41	8 16	1 10	6 13	6 28	Covington	12 03	8 17	11 15				
3 20	7 35	7 46	Tioga Junction	10 46	6 50	8 30	12 40	6 00	6 15	Dp Blossburg Ar	12 15						
3 15	7 32	7 43	Somers Lane	10 49	6 53	8 34	11 30	4 50	5 55	Ar Blossburg Dp	1 00	8 30	11 35				
3 05	7 25	7 35	Ar Lawville	10 55	7 05	8 42	11 00	4 20	5 40	Arnot	1 25	8 50					
2 55	7 20	7 29	Dp Lawville	11 00	7 20	8 55	11 00	4 05	5 30	Landrus	1 50	9 10					
2 45	7 09	7 22	Somers Lane	11 07	7 26	9 08	10 40	3 50	5 23	Stone's Mill	2 10	9 25					
							10 30	3 45	5 20	Turner's	2 30	9 35					
							10 20	3 45	5 20	Dp Hoytville Ar	2 35	9 40					

Additional trains for Hoytville leave Blossburg at 6:15 A. M.

Train 2 connects at Elmira with N. C. train south, arriving at Williamsport 12:16 noon. Train leaving Williamsport 3 P. M. and arriving at State Line Junction 5:30 P. M. connects with train 3 going south.

Train 2 also connects with Monitor going east and L. V. train south at 9 A. M.

All trains connect with the Corning, Cowanesque & Antrim Railway at Lawrenceville.

C. C. DRAKE, Gen. Pass. Agt.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 101 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 247, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1431 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTOR.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meets 2d Sunday in each month at 10:30 a. m., cor. Milwaukee ave. and Green-st.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets every Monday at 8:00 p. m., over 253 Michigan-st.

St. Louis Div. No. 3, St. Louis, Mo. C. C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C. Ben Cole, Marshalltown, Iowa; Sec. and Treas., Frank M. Sanders, Marshalltown, Ia. Meets first Sunday in each month at 2:30 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets 1st and 3d Monday of each month at 9:30 a. m., and 2nd and 4th Saturday at 8 p. m. during summer, and 7:30 p. m. in winter. Knapp's hall, Holiday-st., opposite City hall.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C. A. S. Parker, box 1117, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Sunday at 7:30 p. m., in B. of L. E. hall, Whitecomb block.

Houston Div. No. 7, Houston, Tex. C. C. H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 181 Congress-st., Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fannin-sts.

Rochester Div. No. 8, Avon, N. Y. C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714, College ave., Elmira, N. Y.; Sec., C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., J. C. Weeks, Emporia, Kansas; Sec., C. M. Hatfield, Lock Box 314, Emporia, Kansas. Meets in Masonic Temple 1st and 3d Sunday in each

month at 2 p. m., at S. E. corner 5th ave. and Merchants st.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, Scranton, Pa.; Sec., P. J. Duffly, 1602 Price street, Scranton, Pa., West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st. Hyde Park.

Union Div. No. 13, St. Thomas, Ont. C. C. Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 265. Meets every Sunday at 2 p. m., city time. Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C. A. J. Thienman, 204 Taylor street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month at 2 p. m., in Hall over 1st National Bank, 127 Superior-st. Cleveland, O.

Stratford Div. No. 15, Stratford, Ont. C. C. John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C. John Turnbull, 514, York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C. Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ill. C. C., W. H. Gehman, Carmi, Ill.; Sec., J. H. Decker, Carmi, Ill. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C. A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 8 p. m., Old Masonic hall, Main-st.

Garfield Div. No. 20, Collinwood, O. C. C. D. H. Rogers, box 230, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1883.

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.; Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.

RAILWAY CONDUCTORS' MONTHLY.

Sylvania Div. No. 23, Cattawissa, Pa. C. C., Joseph H. Martz, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sunday in each month at 1 p. m., News Item hall, Main street.

St. Albans Div. No. 24, St. Albans, Vt. C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twiggs's block, Main street.

Maple City Div. No. 25, Ogdensburg, N. Y. C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesday in each month at Goodrich Hall.

Marford Div. No. 26, Toledo, O. C. C., B. F. Gallatin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jonesville, Michigan. Meets 1st Monday in each month at 7:30 p. m., and 3d Sunday at 2:30 p. m., on 3rd floor over No. 241 St. Clair street.

Arnum Div. No. 27, Hamilton, Ont. C. C., A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Monday in each month at 8:00 p. m.

Carver Div. No. 28, Atchison, Kas. C. C., F. B. Gove, Box 622, Atchison Kansas.; sec., H. E. Waldron, 608 Spring st. Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.

Banldph Div. No. 29, Brockville, Ont. C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont. Meets 1st and 3d Monday in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.

Ozark Div. No. 30, Springfield, Mo. C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Monday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.

Star Div. No. 31, Burlington, Iowa. C. C., Wm. C. Cross, box 225, Burlington, Iowa.; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets 1st Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.

Keystone Div. No. 32, Meadville, Penn. C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Thursday at 1 p. m., in K. of P. Hall, Water street.

Clinton Div. No. 33, Clinton Iowa. C. C., Henry Case, Clinton, Iowa.; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sunday in each month at 11 a. m., in B. of L. E. Hall, 4th Street.

Boone Div. No. 34, Boone, Iowa. C. C., E. S. McGee, Boone, Iowa.; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sunday in each month at 11:00 a. m., Story street between 7th and Eighth streets.

R. Law Division No. 35, North Platte, Neb. C. C., A. B. Wyman, North Platte, Neb. sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesday in each month at 2 p. m., I. O. O. F. Hall, Spruce street.

Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., Charles Miliken, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 7 p. m., I. O. O. F. Hall, Union Ave.

Delaware Div. No. 37, Phillipsburg, N. J. C. C., Jacob H. Jones, Phillipsburg, N. J.; sec., Sam Phipps, box 519, Phillipsburg, N. J. Meets 1st and 3d Sunday in each month, B and D. Depot building.

Des Moines Div. No. 38, Des Moines, Iowa. C. C., Wm. H. Given, Des Moines, Iowa.; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.

Hannibal Div. No. 39, Hannibal, Mo. C. C., W. W. Plack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sunday in each month, hall on Broadway.

St. Paul and Minneapolis Div. No. 40, St. Paul, Minn. C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., Fred L. Chase, P. O. Box 2465, St. Paul, Minnesota.— Meets 1st and 3d Sunday in each month at 371 Jackson street.

Stanchfield Div. No. 41, Chicago Ill. C. C., C. Carnahan, 443 51st St., Chicago, Ills.; sec., E. J. Denis, 355 47th st. Chicago Ill. Meets 1st and 3rd Monday of each month at 2 p. m., B. of L. E. Hall, 5042 State street.

Trenton Div. No. 42, Trenton, Mo. C. C., E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 3d and 4th Sunday in each month at 4:30 p. m., corner Water and Elm streets.

Central Div. No. 43, East Syracuse. C. C., Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, East Syracuse, N. Y. Meets every Thursday at A. O. U. W. Hall, 7:30 p. m., Manlius street.

Denver Div. No. 44, Denver Col. C. C., G. W. Dwinelle, 622 Lawrence st., Denver, Colo.; sec., A. Wilder, Room C, Union Depot, Denver, Colo. Meets 2d and 4th Sunday in each month at 511 1/2 Larimer street.

Chapman Div. No. 45, Oneonta, N. Y. C. C., R. A. Meade, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st and 3d Sunday of each month at 6:30 p. m., I. O. O. F. Hall.

Milwaukee Div. No. 46, Milwaukee, Wis. C. C., Wm. J. Durbin, 720 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Milwaukee, Wis. Meets 1st and 3d Sunday in each month at 2 o'clock p.m. at 296 West Water street.

North Star Div. No. 47, Winnipeg, Man. C. C., Thos. R. Simpson, care C. P. Ry., Winnipeg, Man.; sec., R. T. Young, No. 1 Gladstone st, Winnipeg, Man. Meets 2d Tuesday and 4th Friday in each month at 7:30 p. m., hall on corner Main and Common sts.

International Div. No. 48, Detroit, Mich. C. C., John F. Ryan, D. G. H. & M. Ry., Detroit, Mich.; sec., James Anderson, box 537, Windsor, Ont. Meets every Friday at 7:00 p. m.

Moberly Div. No. 49, Moberly, Mo. C. C., J. J. Lonergan, Moberly, Mo.; sec., Seth Palmer, box 1331, Moberly, Mo. Meets 1st and 3d Sunday and 2d and 4th Wednesday in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.

Hartford Div. No. 50, Hartford, Conn. C. C., Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn.

Royal Div. No. 51, Longview, Texas. C. C., A. N. Smith, Longview Texas.; sec., George Clark, Longview, Texas. Meets 1st and 3d Sunday at 8 p. m., Lodge Building, Longview, Tex.

Neversink Div. No. 52, Port Jervis, N. Y. C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.

Lone Star Div. No. 53, Denison, Texas. C. C., Wm. Moon, Denison, Texas.; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sunday in each month, I. O. O. F. Hall, Main street.

New York City Div. No. 54, New York City, N. Y. C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City.; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d and 4th Monday in each month at 12:30 p. m., 300 Eighth avenue.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C., Ed. Coman, 905 West 13th street Kansas City, Mo.; sec., A. T. Sholes, box 74

RAILWAY CONDUCTORS' MONTHLY.

- Wyandotte, Kansas. Meets 2d and 4th Sunday in each month at 2:00 p. m., 1215 West 9th street.
- Priest Div. No. 56, Albany, N. Y.** C. C., Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meets 1st and 3d Monday at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, Fort Worth, Texas; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sunday in each month in K. P. hall, Main street, between 3d and 3d.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., John C. Fox, Cedar Rapids, Iowa; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st and 3d Sunday in each month, 10:00 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. C. Hale, 1914 Louisiana street, Little Rock, Ark.; sec., J. C. Wood, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia, Mo.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sunday in each month, Hammond building, op. C. M. & S. P. R'y Depot.
- Leflett Div. No. 62, Bucyrus, Ohio.** C. C., W. D. Burr, Bucyrus, Ohio; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sunday in each month in Mallie and Deal's block.
- Thurbar Div. No. 63, North McGregor, Iowa.** C. C., Wm. P. Hancock, North McGregor, Iowa; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sunday in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C., James Donlin, 40 West 13th street, Erie, Penn.; sec., S. H. Whipple, 249 West 14th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C., John W. Malloy, Nickerson, Kansas; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meets 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickabaugh, Keokuk, Iowa; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sunday in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa; sec., Frank Sheridan, 114 Seventh street, Dubuque, Iowa.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., W. Simons, Baraboo, Wis.; sec., Charles A. Ballard, Baraboo, Wis. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d street, third door west of post-office.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening in I. O. O. F. Hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner, Las Vegas, New Mexico; sec., A. P. Gatchell, Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. Hall, 312½ R. ave.
- Wheaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York; sec., W. S. Mitchell, Little Falls, New York. Meets 1st and 3d Friday in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillon, Fargo, Dakota; sec., Curtis H. Baker, box 734, Fargo, Dakota. Meets 2d and 4th Sunday of each month at 3:30 p. m., in Masonic Hall, Fargo, D. T.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C., Robert Bycraft, Box 331 Asthabula, Ohio; sec., J. W. VanEpps, Asthabula, Ohio.
- Henwood Div. No. 74, Decatur, Ill.** C. C., Geo. W. Webb, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill. Meets 1st and 3d Sunday in each month, at p. m., in K. P. hall, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C., J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., J. H. White, 704 Austin ave. A. C. C., C. Spangler, San Antonio, Texas; sec., B. Sinclair. Meets 1st and 3d Sunday of each month, 10 a. m. in Odd Fellow's hall, San Antonio, Texas.
- Palestine Div. No. 77, Palestine, Texas.** C. C., J. D. Smullen, Palestine, Texas; sec., Geo. S. Hayden, Palestine, Texas. Send all communications to Bro. Smullen until further notice.
- Robinson Div. No. 78, Savanna, Ill.** C. C., J. M. Babcock, Savanna, Ill.; sec., C. Westcott, Savanna, Ill. Meets 2d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill. Meets 3d and 4th Sunday in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton streets.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., Samuel F. Keller, Harrisburg, Penn.; sec., W. S. Hemperley, P. R. R. Ticket Register's office, Harrisburg, Penn.
- Friendship Div. 81, Beardstown, Ill.** C. C., B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C., H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sunday in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., E. H. Belknap, Galesburg, Ill.; sec., Maurice Flinn, 22 W. Knox Street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Perry, Iowa; sec., Chas. W. Lackey, p. o. box 330, Perry, Iowa. Meets 2d and 4th Sunday of each month at 2 p. m.
- Aztec Div. No. 85, Peach Springs, Arizona Territory.** C. C., J. F. Wood, Peach Springs, Arizona Territory; sec., L. W. Roberts, Peach Springs, Arizona Territory. Meets first and third Sunday in each month, at 2 o'clock, p. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich. Meets 2d and 4th Sunday of each month in Odd Fellows' hall. Wm. Gibson agent for Monthly.
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C., George H. Thomas, Bloomington, Ill.; sec., Dan Donahue, 608 North Mason Street, Bloomington, Ill.
- Defries Div. No. 88, River DuLoup, P. Q.** C. C., John Barry, Box 26, South Quebec, P. Q.; sec., A. Moreau, Box 26, South Quebec, P. Q.
- Monon Div. No. 89, Louisville, Ky.** C. C., George Guess, New Albany, Ind.; sec., S. F. Randall 909 East Jefferson Street, Louisville, Ky.
- Waseca Div. No. 90, Waseca, Minn.** C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., C. T. Moore, The Dalles, Oregon; sec., W. O. Mohler, The Dalles, Oregon.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., Geo. Likert, 429 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets every Monday afternoon at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.
- Sioux City, Div. No. 93, Sioux City, Iowa.** C. C., John Shipman, Sioux City, Iowa; sec., Wm. H. Monty, St. Paul, Minn.

RAILWAY CONDUCTORS' MONTHLY.

Altoona Div. No. 94, Altoona, Wis. C. C. Frank Briggs, Altoona, Wis.; Sec. and Treas., C. B. Gilbert, No. 1215 6th st., South Minneapolis, Mo. Meets 1st and 3d Sunday in each month.

Harvey Div. No. 95, Red Cloud, Neb. P. H. Lyman, 608 North Sixth St., Atchison, Kansas; sec., C. H. Sayer, Box 343 Red Cloud, Neb.

Belknap Div. No. 96, Aurora, Ill. C. C. M. T. Hinkley, Box 1431 Aurora, Ill.; sec., C. D. Rossiter, Box 767 Aurora, Ill. Meets at 3 p. m. 1st and 3d Sunday in each month, at No. 13 S. Broadway.

Roodhouse Div. 97, Roodhouse, Ill. C. C., Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Wimsatt, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st Monday and 3d Sunday in each month at 1 p. m., in I. O. O. F. hall.

Montgomery Div. No. 98, Montgomery, Ala. C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCouts, No. 132 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.

Milbank Div. No. 99, Milbank, Dakota. C. C., E. H. Fargo, Milbank, Dakota, sec. Fred Camp, Box 219, Milbank, Dakota, Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sunday in each month.

Hollingsworth Div. No. 100, Columbus, Ohio. C. C., A. Bullman, Exchange Hotel, Columbus, Ohio; sec., H. C. Feltrow, Columbus, Ohio.

Mattoon Div. No. 101, Mattoon, Ill. C. C., M. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 p. m. and 3d Sunday at 1:30 p. m. (of each month), in K. P. hall, Mattoon, Ill.

Oatley Div. No. 102, Grand Rapids, Mich. C. C., Geo. Higgins; S. & T., C. M. Letts. Meets every Tuesday at 7:30 p. m., at No. 44 Canal-st., (3d floor), Grand Rapids, Mich.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C., Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Letter, Bates House, Indianapolis, Ind. Residence 545 Court st., Cincinnati, O. Meets every Thursday at 1 p. m., in Elk's hall, N. E. cor. Illinois & Washington sts., Indianapolis, Ind.

Millard Div. No. 104, Middletown, Orange Co., N. Y. C. C., J. E. Brazee, Middletown, Orange Co., N. Y.; S. & T., D. D. Brink, Pine Bush, Orange Co., N. Y. Meets every 1st

and 3d Sunday in each month at 2 p. m., in K. of H. hall, Armstrong & Lyons's block, Middletown N. Y.

Ogilvie Div. No. 105, Meridian, Miss. C. C., Mack Lawrence, Meridian, Miss.; S. & T., R. E. Harris, Meridian, Miss.

Rock Island Div. No. 106, Rock Island, Ill. C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, Rock Island, Ill. Meet in Engineer's hall, 1st Monday at 7:30 p. m., 3d Sunday at 2 p. m. (of each month).

Queen City Div. No. 107, Cincinnati, O. C. C., Frank E. Matlack, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 33 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth streets, Cincinnati, O.

Crescent City Div. No. 108, New Orleans, La. C. C., L. Humphrey, care of L. & N. Ry., New Orleans, La.; S. & T., J. A. Holden, 505 Chartres st., New Orleans, La. Meet 1st and 3d Sundays in each month.

Crawford Div. No. 109, Gallon, O. C. C., L. McBain, S. & T., C. Pfeffer, box 549 Gallon, Ohio.

Logan Div. No. 110, Logansport, Ind. C. C., E. W. Alexander, box 556 Logansport, Ind.; S. & T., Geo. Early, box 1019, Logansport, Ind. Meets 2d & 4th Saturday each month at 7:30 p. m.

Los Angeles Div. No. 111, Los Angeles, Cal. C. C., O. S. Putnam; S. & T., A. Merifield, Los Angeles, Cal.

Centralia Div. No. 112, Centralia, Ill. C. C., T. J. Wright, box 419; S. & T., J. L. Davis, box 297, Centralia, Ill.

Bower City Div. No. 113, Janesville, Wis. C. C., C. C. Jacks, Janesville, Wis.; S. & T. and Cor. Sec'y C. H. Mahoney, Janesville, Wis. Meets at 10 a. m. on 2d and 4th Sunday in each month.

R. B. Hawkins Div. No. 114, Pittsburgh, Pa. C. C., A. A. Connor, Union Depot, Pittsburgh, Pa.; S. & T., G. E. Vance, 1100 13th avenue, Altoona, Pa.

Danville Div. No. 118, Danville, Ill. C. C., Merritt Kent, box 115, Danville, Ill.; S. & T., A. A. Bowman, box 368, Danville, Ill. Cor. Sec'y, Geo. Burt. Meets at 2 p. m. on 2d and 4th Sunday of each month.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.

SENECA LAKE

AUTUMN ARRANGEMENT,

Takes Effect Monday, Sept. 24, 1883.

TWO TRIPS DAILY, EXCEPT SUNDAYS.

AFTERNOON BOAT.

Leave Watkins.....	1:00 P. M.
Glenora.....	1:40 "
North Hector.....	2:00 "
Lodi.....	2:30 "
Long Point.....	2:45 "
Ovid—Willard.....	3:00 "
Dey's.....	3:30 "
Arrive at Geneva.....	4:30 "

MORNING BOAT.

Leave Geneva.....	7:47 A. M.
Dey's.....	8:35 "
Ovid—Willard.....	9:05 "
Long Point.....	9:20 "
Lodi.....	19:35 "
North Hector.....	10:05 "
Glenora.....	10:25 "
Arrive at Watkins.....	1:10 "

Boat leaving Geneva at 7:47 a. m. and Watkins 1:00 p. m. carries U. S. Mail and Express.

W. B. DUNNING, Supt., Geneva, N. Y.

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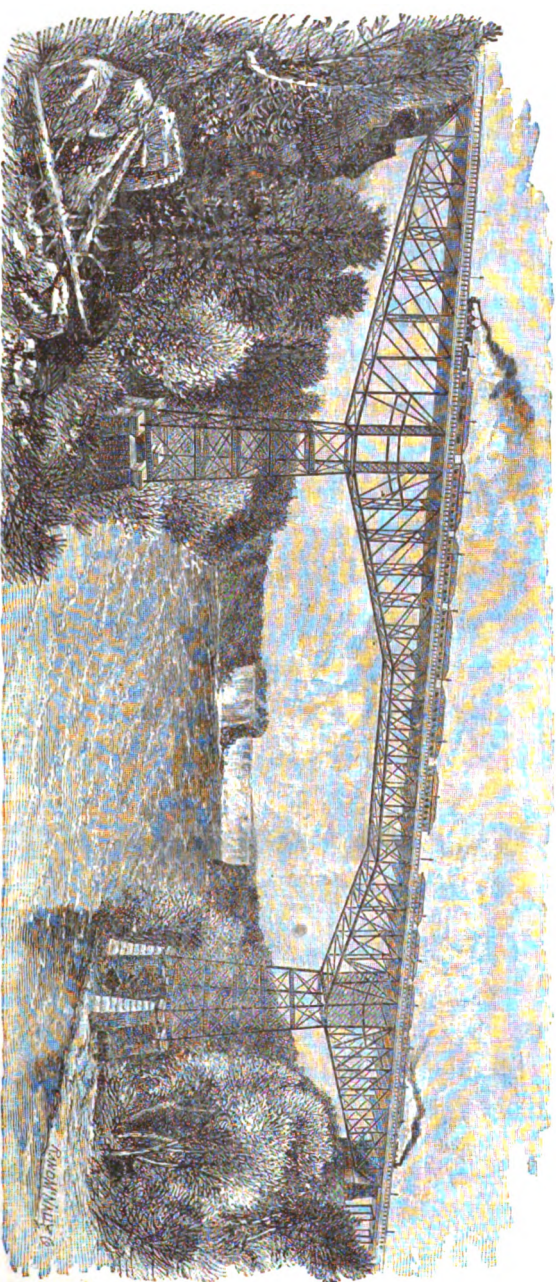
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Chicago, Milwaukee, Ortonville, Aberdeen and Ellendale
Chicago, Milwaukee, Eau Claire and Stillwater
Chicago, Milwaukee, Wausau and Merrill
Chicago, Milwaukee, Bever Dam, Fond du Lac and Oshkosh
Chicago, Milwaukee, Waukesha and Oconomowoc
Chicago, Milwaukee, Madison and Prairie du Chien
Chicago, Milwaukee, Owatonna, Mankato and Faribault
Chicago, Beloit, Janesville and Mineral Point
Chicago, Elgin, Rockford and Dubuque
Chicago, Clinton, Rock Island, Cedar Rapids and Talma
Chicago, Des Moines, Council Bluffs and Omaha
Chicago, Canton, Sioux City, Sioux Falls and Yankton
Chicago, Milwaukee, Albert Lea and Southern Minnesota Points
Chicago, Milwaukee, Mason City, Mitchell and Chamberlain
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A. V. H. Carpenter,
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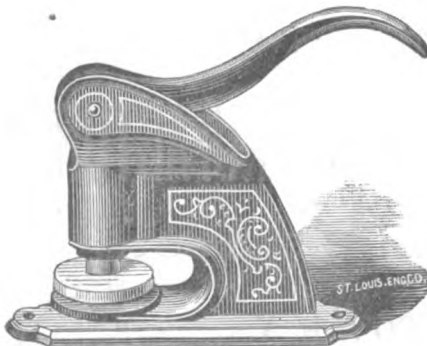
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RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., June 1, 1884.

No. 6.

THE GRAVES OF MY KINDRED.

DEDICATED TO MY CHILDREN.

Dear children, sweet children, the questions you ask,
To answer them truly would be a sad task ;
But I will endeavor the truth to impart
If the grief in my bosom don't burst my poor heart.

Come, children, now listen, a story I'll tell,
While in it the soul of thy father shall dwell,
And when I am laid in my grave and at rest,
My heart will live with you though cold in my breast.

When I gaze on the portraits that hang in my room,
It fills my heart full of the essence of gloom.
I weep, but for what ? not the shade of their face,
But the original gone from my tender embrace.

By the side of a stream where the bright waters flow,
Sleeps a little babe brother who died years ago.
His spirit took flight in his babyhood morn,
A number of years before I was born.

In boyhood I've wandered through under the trees,
And list' to the hum of the wild honeybees;
On the lone shady bank where the green willows wave,
Where he sleeps by the side of his grandfather's grave.

By the side of the stream where the Grand Rapids roll,
Lies another dear brother beneath a green knoll.
No kindred is near him—he sleeps there alone.
Far from the hearth of his old native home.

While fond hearts were waiting around the old hearth
To welcome him back to the home of his birth,
A letter was coming, and soon it was read,
That told me too true my brother was dead.

The beautiful sky and planets so fair
Look down on a grave in the city of Eau Claire,
Where lies a dear brother beneath a white stone,
Whose heart was as light as the distant sea foam.

The last time I saw him and bade him good-by
I did not imagine so soon he must die ;
But death is a monster, deceitful and bold
And he stealeth our treasures more precious than gold.

Sleep on, brothers, sleep in thy silent repose,
Beneath the perfume of the Wisconsin rose,
Where the wild ivies creep, and the violets bloom,
And drink the night dews by the light of the moon.

By the side of a lake, near the wave-beaten sand,
Is a green grassy grave in a far distant land.
That green lonely mound friends never go nigh,
Nor the dew ever drops from a tear bedim'd eye.

Once four of us stood by that dark-gloomy grave
And heard the wild roar of the pyramid wave—
Where the oriole warbles his sweetest wood notes,
In sight of the sails of the Ludington boats.

One night in a dream which seem'd more like life,
I saw that dear brother in search of his wife.
I met him—he knew me—and quickly he smiled
And said : “ I'm in search of my wife and dear child.

His form seemed so natural to my slumbering view—
His gold-studded bosom and necktie of blue ;

His long silken beard that laid on his breast,
And the little gold chain that was hooked to his vest.

In visions and dreams I oft see his face,
Though now he's one less of my ag'd father's race,
For once there were ten, but now we are five—
Half in the tomb and half yet survive.

Sleep on, brother, sleep in thy silent repose,
Beneath the perfume of the Michigan rose,
Where the breeze through the boughs of the tamaracks roar
And the waves kiss the sand of Lake Michigan shore.

At the foot of a hill where the evergreens grow
Sleep three of my kindred—all three in a row ;
My parents and sister, whom God called away
In the months of October, November and May.

Dear kindred, sleep on in thy silent repose,
Beneath the perfume of the Lycoming rose ;
Soon my bier shall be borne beneath the tall birch,
And I'll sleep by thy side by the little white church.

One sister, three brothers, have fled from my view,
But death comes so often it seems nothing new.
It took my aged mother and father so dear,
And perhaps I may follow in less than a year.

But should I be next to resign my frail breath,
To fathom the depths of the mystery death,
This record I'll leave you (an unpolished art)
Ere the blood becomes frozen that's warming my heart.

Oh why were my kindred so scattered abroad?
There's no one can tell but the true living God !
Or, why was I made to weep and to mourn?
Or, why died I not in my babyhood morn?

Dear children, I've finished—the story is told.
Pray do not forsake me, then, when I am old,
For then I'll be needing thy cherishing care,
Till my soul floats away on a bubble of air.

JOE CANT HOOK.

LITTLE BY LITTLE.

The text for our screed to-day will be found in the following words : "Behold how great a matter a little fire kindleth." The following essay is sent forth not for any merit of its own, nor for any beauties of composition, but in the hope that the subjects treated upon, though never so "little," may yet reach some heart, set some mind to thinking, or mayhap, in the providence of God, lift up some pilgrim from the "slough of despond" onto a higher plane ; cause some brother to pause for a minute and think that the drink he is about to take would be better left undrank, the oath unsaid, the unkind thought left to the chaos of unuttered things. My lecture is entitled "little by little."

" Little by little the time goes by,
Short if you sing through it, long if you cry.
Little by little, an hour, a day,
Gone with the years that have vanished away ;
Little by little the race is run,
Trouble and waiting and toil are done.

Little by little the skies grow clear,
Little by little the sun comes near ;
Little by little the days smile out,
Gladder and brighter on pain and doubt.
Little by little the seed we sow,
Into a beautiful yield will grow.

Little by little the world grows strong,
Fighting the battle of right or wrong ;
Little by little the wrong gives way,
Little by little the right has sway ;
Little by little all longing souls,
Struggle up nearer the shining goals.

Little by little the good in men,
Blossoms to beauty for human ken.
Little by little the angels see,
Prophecies better of good to be ;
Little by little the God of all,
Lifts the world nearer the pleading call."

In little things all matter began long before the morning stars sang together, particles of matter were gathering from all parts of the universe to be weld-

ed in fiery heat to form the mass that afterwards was known as this earth. Little drops of water form the great ocean ; little grains of sand the mighty continents ; little particles of oxides the vast deposits of minerals ; little kindnesses the great sum of human good ; little forces rightly applied are the levers that move the world. Little leaks, uncared for, swell into mighty torrents whose irresistible forces carry destruction in their paths. Little squads of men rightly combined, form the mighty armies that win the battles of the world. Little differences ripen into open quarrels and end, perchance in disaster and misery. Little words fitly joined, form the pages of history that tell of things long gone by, of brave deeds done, of worlds conquered, of kingdoms overthrown, of dynasties uprooted, of revolutions accomplished, and give to us the grand epic poems that recount the deeds of brave men and fair women, whose very telling fills our souls with enthusiasm, and creates in us an earnest desire to do something that may live in song or story, and benefit our kind. Little by little as the years go by, we grow into the fruition of our fond hopes, or by our own deeds reap the harvest of sin, misery and death. Little by little the lisping child learns to form the word, then the sentence, then to join sentences into paragraphs, until in after years he holds assemblages of men spell bound by his eloquence, or thunders forth great truths that sink deep into the heart, and bear fruit to the betterment of mankind. Little by little the sands are carried down with the rush of waters and deposited maybe many leagues from their original places, and lo, an island is formed, and still the accumulation goes on until the island is joined to the main land and a new continent arises. No person who has studied the strata of our hills can help but see that they are the result of deposits carried there in ages long gone by, by the rush of mighty floods or the upheaval of nature.

Little by little the rain drops fall upon the parched earth until the little meadow brook is a noisy stream, rushing on in tumultuous flow until it empties its stream into the majestic river, and is carried on until it in turn is swallowed up in the vastness of the ocean, on whose broad bosom the navies of the world pass to and fro. Great deeds are not done in an instant, they are rather the effect of a multitude of small causes; the great inventions of the world are the result of long continued and patient thought, and earnest toil, the little idea is elaborated and added to, polished and fitted with many tryings until it springs into the glorious whole. The reaping machine was first suggested to the brain of its inventor by the working of a pair of scissors in cutting cloth, and the result of the patient toil culminated in the McCormack reaper, whose use has enabled America to send forth to the millions of Europe

and made her the granary of all nations. From the little idea evolved in the brain of McCormack, has sprung miles upon miles of railroad, with their carrying capacity limited only by the market for grain; because by the invention of the reaping machine, it was made possible to gather the harvest of our boundless west.

Little by little are our habits of intemperance formed; first the child is allowed to sip the sugar from the bottom of the glass, from which perhaps its parent has just taken his morning dram; then the social glass, that pernicious cementer of good fellowship, that youth supposes to bind friendship together; then the appetite that must be drowned in bitters, and so down step by step until the poor victim of an unbridled thirst finds himself wallowing in the filth of the street, a byword and reproach, that foulest of all living things, *a drunkard*. Oh, that my voice could reach every home in our broad land, that I might warn our youths to beware of the little beginnings; the social glass. Oh, that I could reach our lawmakers, that I might thunder in their ears the awful fact that *they* are responsible for the intemperance and crime that stalk abroad in our land. Oh, that I could reach the judges that sit in our courts, I would say to them, how dare *you* pass sentence on that poor cowering wretch, when it was by your act that the license was granted, that made it possible for him to get the liquor that led him to commit the crime on which you now sit in judgment. Oh, that I could reach every father and mother in the land, that I might plead with them to beware how they set temptation in the way of their children; I would urge upon them that they keep a close watch on the habits formed by the precious souls entrusted to their care, that they entreat their children to beware of the social glass, that little thing, that is the outer door to ultimate ruin: thus it is that all our habits are formed, little by little, one at a time.

"One by one the springs run dry," sings the poet; yea, one by one are the atoms of matter gathered together until worlds are formed, not an atom lost, not a vapor destroyed, but by the action of the elements changed into some other form, it again enters into the great laboratory of nature, and goes to form part of the great whole. Not one ounce of the millions of tons of coal dug from the bowels of the earth and consumed in our great manufactories or in our whirling locomotives is ever lost, even the smoke that belches forth and is carried away on the wings of the wind, assumes the form of clouds and they gather up the moisture from ocean and lake until surcharged they again empty their rains upon the earth, causing it to fructify and teem with its fruits and cereals for the support of its races of men and animals. Little by little they distribute

their moisture to be again carried by many paths to the seas from whence it came, to be again taken up by the forces of nature, and thus it goes on forever. Little by little Stephenson elaborated his idea, and to-day the railway engine goes to all parts of the earth, and millions of passengers, and tons of freight are whirled behind the locomotive safely, and time is almost annihilated; all the result of the thinking brain and indomitable energy of the son of a coal miner. Little by little Ben. Franklin worked out the problem of the electric current. Little by little Morse learned to control it, and now we harness the steed of lightning to the car of thought, and the dream of Puck is realized, and we girdle the earth in less than forty minutes. Little by little Edison and Bell worked in their laboratories wrestling with the problem of sound waves, and now we have the telephone, by whose means we can converse over miles of wire as though face to face. Little by little Watts worked out his theory of steam force, and to-day every village and hamlet throbs and pulses with the revolutions of the steam engine.

Little by little Fulton and Livingstone toiled at their experiments in steam engineering, and to-day boats and ships propelled by steam visit every port in the world, carrying the commerce of all nations.

Little by little Galileo searched out the laws of gravitation, and although imprisoned and denounced for his theories, to day we mark time by the oscillations of the pendulum, and the world reaps the benefit of his researches. Little by little Dauguerre experimented with the action of light on sensitized plates, and to-day we have the imperishable photograph as the result. Thus from little beginnings are all the great events of the world made to come to pass. Thus from the brains of thinking men are all the mighty inventions of the world evolved, and thus are our own lives rounded out by small beginnings. The little child grows into youth with its pleasures, to manhood with its many cares and responsibilities, to old age with its retrospective past, each little event of life going to round out in fuller proportions its ultimate destiny.

How true it is that the "child is father to the man," how each little trait grows and develops until the habits of life become fixed and the character is formed for weal or woe. Little by little we work out our destinies by giving way to our vices, or by adhering to that we know to be right. Little by little the good words we speak instill themselves into the minds of our hearers until some at last are saved from the errors of youth, or some poor wayfarer is cheered and encouraged in his battle of life. Kind words, though little they be, may avert many a quarrel or heartache. Wisely hath the inspired poet

said that "words fitly spoken are like apples of gold in pictures of silver." Let us all remember "that the angry word is best that is left unspoken."

How many of us can call to mind an idle jest, or little word spoken, that has caused estrangement between companions, and that the ill feelings thus engendered have gone on deepening and widening until those who were once warm friends ceased all personal intercourse, or worse, became bitter enemies, when a few words spoken in the right spirit would have healed the breach, and cemented the friendship still stronger; but here one of our vices steps in, and pride, hateful pride, will not let us say the kind word or do the graceful act. How often we have heard our friends say or do a wrong thing, and have omitted the kind word of warning, because we lay the "flattering unction to our soul," it is none of our business." How often we have heard a female acquaintance spoken lightly of, and by our silence consented to the (maybe) slander, or by repeating the idle gossip helped to smirch her good name. Little by little the bad word grows, gathering strength and length as each scandal monger rolls it as a sweet morsel under his or her tongue, until that which was at first spoken only as an idle jest has grown into a scandalous tale that ruins a young life and drives some poor soul to endless misery or death. Oh! be careful of the little words you speak, lest perchance they do harm that you can never efface. But on the other hand, "be ye always ready" to speak the kindly word of caution to the erring, or of encouragement to those whose feet may be entering upon the threshold of manhood or womanhood. Guard well that unruly member, the tongue, that it may not lead you or others into wrong. Avoid the flippant oath, the obscene joke, the double entendre spoken in the presence of youth, lest perchance you be the occasion in them of grievous sin. Be always ready to extend a helping hand to that struggling brother or sister, who may be in sore need of your kind offices, it may be only a kind word, or a little material aid, give it, and give it kindly. How often we see it the case that a few kind words spoken to a down-hearted brother or sister has aroused them to a new effort for themselves, and sunshine came out where all before was darkness and gloom. How often the poor drunkard might be led by kindness from the error of his ways, if only some friend would take him by the hand and speak to him words of hope and encouragement; try it, try it with an earnest prayer for help; we all know that "into each life some rain must fall," but let it be our duty to help drive away the clouds of doubt or fear, that the God-given sun of happiness may shine again into his life and he may again walk forth in the image of his maker. Help! let every brother of the O. R. C. help. We frequently set forth to do some good thing, but because we cannot see im-

mediate results we become discouraged, and say to ourselves, "it is no use to try, I cannot do any good ;" bear in mind it is the constant dropping of the rain that makes the flood, do not give up, even though you don't see any result ; remember that God never lets a kind word or deed fail, but it is there fixed and will bear fruit in time. Remember that in God's good providence there is nothing lost, that little by little we are moving on and in due time our lives will be rounded out in the fullness of a well spent pilgrimage, or we will be swallowed up in the despair of lost opportunities. Little by little the minutes are moving onward to eternity. Little by little we are weaving unto ourselves garments of joy or sorrow, and for every unkind word or deed, the inexorable lapse of time brings to us retribution in kind. "The mills of the Gods grind slowly, but they grind exceedingly small." The man and woman who are habitually unkind, are repaid, measure for measure by the hatred and contempt of their fellows. Little by little are their sins laid up against them, to be used in the time of their sorest need ; beware then of the little cruelties of life, for with what measure you mete it shall be measured to you again. Never lose the chance to speak the kind word, for the opportunity once passed by may never return. You know that "the mill will never grind again with the water that is passed." It is the little things of life that go to make or mar its usefulness ; little grievances gall more keenly than greater trouble : little courtesies are most enjoyed ; little kindnesses most keenly felt ; they sink deep into the heart, and the beaming eye, the out-stretched hand, show how quickly they are appreciated. If you have done or said ought to offend your brother, don't be afraid to say "I am sorry," the graceful apology heals many a heart-sore, and neither man nor beast is proof against kindness. Life is all made up of little things ; the spring in the mountain is the head of a river, small to be sure, but it flows on gathering other springs, as it goes, until the mighty river is formed, and goes flowing on past city, mart and town, until it reaches and is swallowed up in the mighty sea, so are our lives blended together by little things, until we are gathered into the great ocean of eternity, there to fulfill the destiny we have made for ourselves. Let us so live that when the great reaper death puts in his sickle he will find us in the full fruition of well spent lives, so that we may hear the master say, "Thou hast been faithful over little things enter ye into the joys of the Lord."

GRUBSTIEPPE.

"Waiter, bring me some beefsteak," said a stranger to a waiter in an Austin restaurant. "Yes, sir, with pleasure." "None of that in mine. I want it with fried potatoes."—*Texas Siftings*.

HIS TEMPERANCE LESSON.

"No, I won't drink with you to-day, boys," said a drummer to several companions, as they settled down in the smoking-car and passed the bottle. "The fact is, boys, I have quit drinking—I've sworn off." He was greeted with shouts of laughter by the jolly crowd around him; they put the bottle under his nose and indulged in many jokes at his expense, but he refused to drink, and was rather serious about it. "What's the matter with you, old boy?" sang out one "If you've quit drinking, something's up; tell us what it is." "Well, boys, I will, though I know you'll laugh at me. But I'll tell you all the same. I have been a drinking man all my life, ever since I was married, as you all know. I love whiskey—it's as sweet in my mouth as sugar—and God only knows how I'll quit it. For seven years not a day has passed over my head that I didn't have at least one drink. But I am done. Yesterday I was in Chicago. Down on South Clark street a customer of mine keeps a pawn-shop in connection with his other business. I called on him, and while I was there a young man not more than twenty-five, wearing threadbare clothes, and looking as hard as if he hadn't seen a sober day for a month, came in with a little package in his hand. Tremblingly he unwrapped it, saying, 'Give me ten cents.' And boys, what do you suppose it was? A pair of baby's shoes, little things with the buttons only a trifle soiled as if they had been worn only once or twice. 'Where did you get these?' asked the pawnbroker. 'My—my wife bought them for our baby. Give me ten cents for 'em—I want a drink.' 'You had better take the shoes back to your wife; the baby will need them,' said the pawnbroker. 'No s—she won't, because—because *she's dead*. She's lying at home now—died last night.' As he said this the poor fellow broke down, bowed his head on the showcase and cried like a child. Boys," said the drummer, "you can laugh if you please, but I—I have a baby of my own at home and I swear I'll never drink another drop." Then he got up and went into another car. His companions glanced at each other in silence; no one laughed; the bottle disappeared, and soon each was sitting in a seat by himself reading a newspaper.—*Chicago Herald.*

The following correspondence lately passed through a telegraph office: "I lent you five dollars one year ago to night. If you have not had it long enough, please keep it one year longer." To this delicate hint the answer was returned: "Had forgotten it, and hoped you had. Let her run another year."

RAILROAD DEPARTMENT.

We take great pleasure in laying before our readers this month the report of Mr. W. F. Allen, secretary of general time convention, giving a full history of the origin of standard time, which we take from their official paper, the *Standard Railroad Guide*, also the resolution passed by that convention defining clearly to whom the credit of originating and carrying out the project of a uniform standard of time. Mr. Allen has indeed built for himself a monument in the memory of the American people that time can never destroy.—[Ed.]

REPORT ON THE ADOPTION OF STANDARD TIME.

The system of Standard Time which this Convention endorsed at its meeting held in St. Louis in April, 1883, being now in force, it appears fitting that some record of its adoption should be placed upon your minutes.

Primarily, this movement may be traced to a paper on the subject submitted by the American Metrological Society at your meeting of October 13, 1881. In this paper a single standard for the whole country was proposed, and the hour theory suggested as an alternative proposition. A suggestion of General Hazen respecting time balls is one that should be carried into effect. At the time this paper was submitted there appeared to be little hope of any reform being soon accomplished.

A brief reference may be made to the earlier history of this subject. Sir John Herschel first mentioned the general idea in 1828; the late Prof. Benjamin Pierce first proposed the theory of Standard Time based upon the 75th and 90th, etc., Greenwich meridians in 1873 or 1874. Previously, in 1869, Prof. C. F. Dowd had proposed the hour difference theory based upon Washington time; in 1870 the *Railroad Gazette* urged the adoption of a uniform standard; in January, 1874, your secretary suggested a theory of reform as the result of a study of the situation as it then presented itself; in 1875 Mr. Sanford Fleming proposed the hour difference theory for the use of the whole world; in 1881, Dr. Thomas Hill, of Portland, Me., formerly President of Harvard College, proposed a similar theory. So far as I have been able to ascertain, all of these different persons reached their conclusions and formulated their theories independently of each other. In 1879, Prof. Cleveland Abbe and Mr. E. B. Elliott made an admirable report on the subject to the American Metrological Society (in which report they alluded to a previous report made in 1875), and followed this in 1881 by submitting to this Convention the paper before referred to. The subject was also discussed in various papers by Dr. F. A. P. Barnard, President of the American Metrological Society and by members of

the American Society of Civil Engineers, and the Society for the Advancement of Science. In 1882, E. R. Knorr, C. E., issued an elaborated pamphlet suggesting the joint use of local and Greenwich time. In the pamphlet containing the proceedings of the American Metrological Society for 1879, the names of twenty-five persons other than those here named are mentioned as having published articles relative to Standard Time. In addition to those named, I believe almost every city in the country has recently discovered that within its borders dwelt "the Father of Standard Time." Scientists do not generally patent their theories. Had all applied for patents, it appears probable that we should have had another car-coupler muddle.

A number of systems were proposed, based upon this hour theory. Prof. Dowd suggested at different times three systems, based respectively upon Washington, New York City and Greenwich 75th meridian time, etc., to various railroad associations, by circulars, and spent much time laboriously calculating the mean time of all railway stations. Sanford Fleming contributed many valuable papers on the subject, and in 1882, in connection with the American Society of Civil Engineers, he forwarded circulars to a number of railway officials and other prominent persons, in which he proposed a system based upon the hour difference theory. Edwin Hill, of New Haven, in 1882, also proposed a system. Col. H. S. Haines proposed a system for the Southern railways in 1883. It may be said of these propositions that no work of this character is entirely lost, and full honor should be done to their authors. With the exception of Col. Haines they proposed boundary lines and governing meridians, to which you were expected to adapt yourselves. The system proposed to you in April, 1883, suggested divisions and meridians which were best adapted for *your* operations, but which other interests could readily adapt themselves to without inconvenience. Whether this fact was the reason that induced you to give the system your practical endorsement you are yourselves the best judges.

You are aware that no session of the Convention was held in April, 1882, which would have been the first meeting after the one in which the communication of the American Metrological Society was presented, and that only sixteen persons were present at the next meeting in Cleveland, in October, 1882, when, however, the subject of Standard Time was informally discussed.

The published proceedings of your last two meetings furnish a sufficient history of the successful movement prior to and including October 18, 1883, the resolutions pledging yourselves to put the new standards in effect on November 18, 1883, having been then adopted. One week later the Southern Rail-

way Time Convention in New York unanimously adopted the same resolution. Previous to this the Central Vermont: the Concord; Northern (N. H.); Boston, Concord and Montreal; Passumpsic and South-Eastern Railroads had adopted the time of the 75th meridian, and commenced to run their trains by that time on October 7, 1883; the Ogdensburg and Lake Champlain Railroad following on October 15.

The desirability of having the time of New York City, as the most important city on the continent, conform to the new standard did not admit of a question. On October 19th, the second day after the meeting of the Southern Railway Time Convention, in company with Mr. James Hamblet, who has charge of the New York time service of the Western Union Telegraph Company, and who was an enthusiastic advocate of Standard Time, your secretary called upon Mayor Edson, who received the subject favorably. Subsequently Mayor Edson forwarded a letter, written at his request, proposing the change to the Board of Aldermen, with a commendatory message. At this time Prof. J. K. Rees, Secretary of the American Metrological Society and adjunct Professor of Astronomy at Columbia College, took charge of this matter in New York City, and to his good judgment, knowledge of men, and wise management, the prompt adoption of the new standard in New York City is due.

Of the one hundred principal cities of the United States named in the census of 1880, seventy immediately, and eight more subsequently, followed the example of the metropolis.

Your thanks are especially due to Prof. J. K. Rees, of New York City, and to Mr. J. Raynor Edmonds, of Boston, (and I cannot speak too highly of the work of these gentlemen), for the hearty, energetic and successful aid which they gave the movement.

The co-operation of scientific men generally was a marked feature of this period, and among them I wish especially to refer to Dr. F. A. P. Barnard, Rear-Admiral R. W. Shufeldt, Prof. Leonard Waldo, Prof. Cleveland Abbe and Prof. Pickering, whose work came within my personal knowledge. There were doubtless many others who may be known to you. The hearty and very valuable support given the movement by the railway newspapers, and the press of the country generally, is worthy of special notice.

Of the various circulars issued on behalf of the Convention between October 11th and November 18th, and of the numerous letters, telegrams and inquiries of all characters, for details, etc., which were exchanged, it is unnecessary here to speak. The situation was rendered more difficult from the fact that in the minds of many persons Standard time was confounded with the twenty-four hour system.

The Union Division of the Union Pacific, the Central Pacific, and the Southern Pacific west of Deming, have not yet adopted Standard Time, but I am assured that with the spring change of schedule the Union Pacific will make the change, and understand also, that the Central and Southern Pacific roads are likely to follow. The Southern Pacific east of Deming now uses Central Standard Time.

On November 18th, 1883, outside of the roads above named and their branches, ninety per cent. of all the railroads in the country adopted Standard Time, and within a very few weeks the other ten per cent. fell into line. Every road in Canada almost immediately conformed, and all are running by Eastern Time.

From a careful study of the whole situation, as developed by the responses to the circulars recently sent you, I am convinced that at the present date not over five millions, counting men, women and children, out of the fifty millions of people in the United States, are using local time. All parts of the Dominion of Canada, except the City of St. John, New Brunswick, use Standard Time, Halifax using the time of the 60th meridian. The population of the Dominion is about five millions.

By an act of Congress, approved March 14, 1884, the time of the 75th meridian was made the legal standard for the District of Columbia and the City of Washington.

On November 18, 1883, the ball on the tower of the Western Union Building, in New York City, dropped for the first occasion in its history on Sunday. Standing upon the roof of that building, about a hundred feet from the tower, in the midst of a group of interested spectators, I heard the bells of St. Paul's Chapel strike on the old time. Four minutes later, obedient to the electric signal from the Naval Observatory at Washington, two hundred and forty miles away, the time-ball made its rapid descent, the chimes of old Trinity rang twelve measured strokes, and local time was abandoned, probably forever.

The relief experienced at this moment in realizing that the task you had assigned me had been finally consummated you may understand, but I cannot find words to express. It was your hearty and earnest co-operation that had made this consummation possible. It is a conclusive evidence of the value of the influence of this and your associate Convention that the system of time adopted by you now governs the daily and hourly actions of at least fifty millions of people.

Respectfully submitted,

W. F. ALLEN.

MR. CHARLES E. PUGH: Mr. Chairman—The report of the Secretary has given us a concise and very interesting history of this Standard Time movement. I move that it be accepted and printed in full with the proceedings, and that the additional thanks of the Convention be tendered Mr. Allen for the compilation of this valuable report.

Moved by Mr. J. M. Toucey that the following resolution be adopted:

Resolved, That we hereby declare that the Secretary of the Convention, Mr. W. F. Allen, is the person whom we recognize as the originator of the system, based upon the hour theory, which we have adopted; and as we delegated to him the sole duty of securing its adoption, his successful services in the performance of that duty should be, and are hereby fully acknowledged.

This resolution was unanimously adopted.

IMPORTANT RAILWAY CIRCULARS.

NEW ARRANGEMENTS FOR WORKING THE ONTARIO SYSTEM C. P. R.

The following circulars will be self-explanatory:—

CANADIAN PACIFIC RAILWAY COMPANY. }
MONTREAL, April 30th, 1884. }

To Officers and Employes Ontario Division C. P. R.

The Ontario and Quebec Railway (including the Credit Valley and Toronto, Gray, and Bruce Railways) having been leased to the Canadian Pacific Railway Company, these lines will, from the 1st May proximo, be operated as the Ontario Division of the Canadian Pacific Railway. All officers and employes will report to Mr. W. Whyte, General Superintendent Ont. Div. C. P. R., and will be governed by his instructions. All rules and regulations now in force on these lines will continue in force until further notice.

W. C. VAN HORNE, General Manager.

ONTARIO & QUEBEC RAILWAY COMPANY. }
Office of the President, Toronto, April, 30th, }

To Officers and Employes:

The Ontario & Quebec Railway (including the Credit Valley and Toronto, Grey, & Bruce Railways) having been leased to the Canadian Pacific Railway Company, these lines will, from 1st May prox., be operated as the Ontario Division of the Canadian Pacific Railway.

Mr. Whyte has been appointed General Superintendent of the Ontario Division C. P. R., and all officers and employes of the O. & Q. C. V. and T., G. & B. Railways will be governed by his instructions.

E. B. OSLER, President.

CANADIAN PACIFIC RAILWAY :—(ONTARIO DIVISION.) }
 Office of the General Superintendent, }
 Toronto, May 1, 1884. }

To Officers and Employees;

You have been informed by circulars issued by Mr. Van Horne, General Manager C. P. R. and Mr. Osler, President Ontario and Quebec Railway, that the O. and Q. Railway with its leased lines—the Credit Valley and Toronto, Grey, and Bruce Railways—will from this date be operated as the Ontario Division of the Canadian Pacific Railway. No change will be made in the rules and regulations, manner of keeping the accounts, etc., for the present, and all station car reports, correspondence, etc., will continue to be sent to the respective offices at Toronto as heretofore until further notice.

W. WHYTE, Gen. Sup.

A dispatch to the New York *Sun* from St. Paul, Minn. says; "Careful estimates indicate that about 1,889 miles of new railroads may be expected to be added to the systems that are tributary to St. Paul. The Northern Pacific will probably complete its Cascade branch, and also contemplates two smaller extensions. The Manitoba announces that it will build 300 miles of extension, and is also talking of a New road to Yankton, which will be backed by this company. The Rock Island will also make additions. The new Sault Ste. Marie expects to complete 100 miles of its road this season, and the Fargo Southern will doubtless be in operation to Flandreau before fall. Other extensions of old roads are proposed, as are several new lines."

Paraguay has got a railroad. It is hardly up to the level of our worst southern roads, but it's a beginning. The road is not quite forty miles long, and is traversed by a single train only four times a week. But if they have few trains, their accommodations for passengers are exceedingly varied, for they carry four classes. The distinction between the third and fourth class is that the former are carried in box cars with seats, and the latter in platform cars without seats.—*American Machinist.*

RAILROAD ACCIDENTS DURING MARCH.

According to the *Railroad Gazette*, during the month of March there were 115 accidents, in which twenty-six persons were killed and 112 injured. As compared with the same month in 1883, this shows a decrease of twenty-seven accidents, an increase of thirteen fatalities, and a decrease of twenty five injured. The first three months of the current year shows a total of 372 accidents, 104 killed and 502 injured, with a monthly average of 124 accidents, thirty-five fatalities and 167 injured.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month.

C. S. WHEATON, Editor.

TRAIN SIGNALS.

We have been somewhat amused in the few weeks past to note the changes suggested in the report of the committee from the General Time Convention to report a code of uniform signals to be adopted by the railways of this country. We have read the report carefully and could see nothing in it but what we would commend. We believe it is no secret that the code recommended is that of the Pennsylvania Railroad Company, and has been in use on their lines for a long time, and we believe all will admit that this great system is one of the most perfectly managed of any in the world, and also that they handle more trains at less expense than any of our leading lines. We think this as strong an argument as any in favor of this code. We read from the report of the Superintendents' Association that they recommend a series of short whistles to call the attention of train men to the parting of the trains. Now we desire to ask the gentlemen which will be the more liable to be heard the length of 50 or 60 cars, three long or a series of short whistles; and many times they have to be heard double that distance. Now we submit from a practical standpoint that the three long whistles are much superior to the signal suggested by the Superintendents' Association. 2d: They recommend five short blasts of the whistle to call attention to signal carried by one train for another following. Why they add two to the three proposed by the Time Convention we cannot see, and also add two to the engineman's call for signal, unless to avoid as they may reason, any complication as they may argue, that it is impossible for any complication to arise if properly given, but this cannot be the argument as right below it we have three short blasts (*regular signal for backing a train*) to send flagman out instead of five as proposed by the committee. We believe it essential to get the best possible system of signals and let none be selected but those which will stand the strongest test. Let the committee by thoroughly practical tests adduce those that will be plain and simple and in which there will be no possible chance for misconstruction, for each such chance that is left will endanger human life and valuable property.

HONESTY OF CONDUCTORS.

The Committee on "Honesty of Conductors" made a verbal report and after a general discussion on the various methods of conducting train and station collections the committee was discharged.—*Convention Superintendents' Association.*

We honestly think the gentlemen who compose this association have made a mistake in introducing the discussion of such a measure into their meetings, as it leaves a general impression that the gentlemen are themselves infallible and can with consistency discuss the shortcomings of the balance of the human race that happen to be employed as conductors. We do not claim that conductors are infallible, but freely admit, and with sorrow, that there are dishonest conductors, so do we find dishonest men in every walk in life and we do not discern much difference in men whether superintendents, managers, conductors, engineers or whatever they may be, even the conductor does not pass through a purifying process to become a superintendent, and we thank God many of them are to day ably filling such positions. Our engineers also enjoy the same distinction ; we have heard of brakemen who have speedily risen to the same position. We are not advised of the standpoint taken for the argument but must suppose that it must be based on *opportunities* ; in other words, a conductor has the opportunity and is in consequence thereof dishonest. Now the conductor is the custodian of certain properties of the company and therefore has his opportunity; the superintendent is also custodian of certain properties of the company and therefore has opportunity. Now mark the contrast; one has charge of perhaps three to five hundred dollars per day, the other five hundred thousand to five million dollars daily. Reader, where are the chances greater? Both are men, human, with no apparent difference in intellect or honesty of purpose. We leave you to draw your own lesson. Again, it has been previously asserted, and we believe truly that in order to be successful the service on any line must be harmonious, undivided, working steadily forward to secure the desired end—the benefit of the company. Reader, do you think it conducive to harmony for one class to take to themselves sanctimonious faces and raise their voices in public places and discuss the *honesty* of their associate employes on whom they depend more than any one class in the service for assistance in the successful management of the affairs of their divisions, and men who are their equals both in intelligence and social standing? *Shame!* Gentlemen, come out like men, treat all fairly. When you find a dishonest conductor, *discharge him at once*, and assist us in driving him from the service of any company. We

desire to have none but honest men in the service and we can help you much more than you think, but remember that it is one thing to say a man is dishonest, another to make such proof when called upon to do so, and at all times remember that it is not always conducive to good discipline nor to a healthy state of the service for one employe in a minor position to discuss the honesty of an associate employe also in a minor position, where both as men and citizens are equal.

WESTWARD HO!

We left home on Wednesday, May 7, westward on Erie train No. 1, with brother Goss of No. 2 in charge: at Hornelsville we change to the western division of the Erie, and from here to Salamanca we are piloted by our worthy brother Geo. B. Wright; on arrival at the latter point we retired to enjoy a good night's rest. Early in the morning all were astir, and we found ourselves in charge of one of the most genial of the N. Y., P. & O. conductors, C. J. Horne—we really think that Charlie's rest has done him good, at least we were much pleased to again see him in charge of his train. At Marion we took the C. & A. and passed the time pleasantly from there to Huntington, our destination, Mr. J. H. Tinney, superintendent of first division, was on the train, and we had a very pleasant visit with him. Mr. T. was for many years a passenger conductor on eastern division of the old Erie line. We, as an order, are under great obligation to Mr. Tinney for his very great kindness in arranging for the attendance of his men upon our meeting, for the purpose of organizing a division of our order. At the division headquarters, Huntington trains were annulled, crews interchanged, and in fact almost everything that could be consistently done was done by that gentleman, to make it pleasant for us, and for which the order tender him their sincere thanks.

We also had the pleasure of meeting, while there Mrs. Fox, Mrs. Carhart, and Mrs. Moriarity, who were much interested in the work of organizing the new division, and we believe they will assist their husbands materially in the work of the order. At seven p. m. we repaired to the hall and organized Atlantic Division, No. 120, with twenty-five charter members, eleven were present. There were present several brothers of our order; one from No. 42, one from 14, and two from 62, who will probably make their home with Atlantic Division, No. 120. The names of the officers will appear in our division directory. After a good rest, Friday at nine a. m., we left Huntington in carriages, for Andrews, Ind., as the distance was short, only seven miles, the

brothers drove over, and right royally did we enjoy our ride, we were met on arrival by several of the gentlemen that were to form the new division, and after dinner at the restaurant, we repaired to the hall and organized Friendly Hand Division, No. 125, with thirty-two charter members. Both these divisions are composed of fine men, who took great interest in the work. At early day we were again on the move, were joined at Logansport by brother J. C. W. Long and wife, and brother Cutter of No. 125, and after a pleasant trip we arrived in Peoria at 4 p. m., where we were taken possession of by brothers Richardson and Carver and hustled on board a train, and almost before we knew it were enroute for Galesburg, where we arrived at six p. m., and were soon quartered in the hospitable home of our worthy brother Belknap. Tea was scarcely over when in poured the members of the division with their ladies until the house was filled to overflowing; at this time a brass band stationed in the yard favored us with some fine selections. Just as brother B. stepped into the parlor brother Sheridan stepped forward and presented him with an elegant silver water service, and to say the recipient was surprised only half expresses the idea, but he found language to respond in a feeling manner, and almost immediately presented the Grand Division with \$62.50 with which to insure 25 members of No. 83 in the order insurance, to which we were called upon to respond. Then all were invited to partake of a splendid collation, which did ample credit to the skill of our hostess, Mrs. Belknap. It was nearly 12 o'clock when the pleasant party broke up, and it was a very enjoyable occasion for all who participated.

At 8:30 A. M., on May 11, we were at the new depot of the C., B. & Q. Ry. at Galesburg, ready to take the special train so kindly tendered by Mr. Rice, superintendent of the C., B. & Q., for our ride to Peoria, and at 9 A. M. the party of one hundred souls left for the last named place, the cars were finely decorated and really resembled a fairy bower. The brothers of No. 83, doing themselves proud on this occasion. At 10:10 A. M., we were in Peoria; were met at the depot by the brothers of No. 79, and in a few minutes were in the spacious waiting rooms of the hall. On a given signal the doors on either side of the hall were thrown open, and entering from the left hand side were the visitors with ladies on their left arms, while from the right-hand side entered members of No. 79 with ladies on left arms also, each column marching forward to the music of the organ skillfully played. On arrival at the station of the Chief Conductor, the left-hand column passed outside bringing the gentlemen's right hands together, when all shook hands as they passed. Arriving at station of A. C. C., columns were reversed in position when the

ladies also shook hands ; when station of C. C. was again reached all were seated and after a few remarks by the brothers the restraint was removed and all engaged in pleasant conversation for nearly an hour when the ladies and visitors retired and the meeting was duly called to order, C. S. Wheaton, G. C. C., presiding, and E. A. Sadd, D. A. C. C.; G. W. Scott, D. S. and T.; E. H. Belknap, S. C.; George Thomas, D. J. C.; J. L. Richardson, D. I. S., and J. D. Williams, D. O. S., being present. At 3 p. m. the union meeting took a recess and Peoria division No. 79 was regularly opened, and the routine work disposed of when Messrs. H. S. Cary, of the P. & P. W., W. W. Downing, of the C., R. I. & P., L. P. Gassett, of the I., B. & W., Wm. Mosher and F. R. Stuart of the Wabash, were duly initiated. and we desire to say before we pass from this point that Peoria division has only been organized ten months and we saw in their hall on Sunday last as fine work as we have ever before seen ; the brothers of that division have shown what a little interest will do in raising the standard of work in a division. At 8 p. m. the work of the union meeting was again taken up and continued until 12 m. Just before its close the following resolution was adopted by a rising vote :

Resolved, That Peoria division No. 79, O. R. C., and visiting brothers and delegates in the union meeting held in Peoria, Illinois, this 11th day of May, 1884, tender our thanks to Mr. F. C. Rice, of the C., B. & Q., and to Mr. E. D. Armstrong, of the Wabash, O. W. Bell, of the P., D. & E., R. H. Chamberlain, of the C., R. I. & P., H. B. Sudlow, of the R. I. & P., Superintendent Wilson, of the I., B. & W., F. B. Ogden, of the P. & P. U., D. H. Conklin, of the Illinois Midland, and all other railway officials that aided and assisted the members of the Order of Railway Conductors to attend this union meeting.

And thus we turned our faces from one of the pleasantest scenes it has ever been our privilege to be associated with, and the memory of our first visit to Peoria will ever remain bright. Bright and early we were up and soon at the Rock Island depot, and after a hearty hand-shake with brothers Gillett, Bell, Scott, Carver and Bowers, were soon under way. Chicago at 2:30, and after a few minutes chat with Mr. Whitney, general ticket agent of the M. C. R., we were again enroute for home. We pause just a moment to say that we notice on every hand, both in cars, roadbed and appurtenances, a marked improvement ; the elegance, particularly of the dining car service, is noticeable. Truly, the M. C. R. is one of the most progressive systems in the country, and they are now operating in fact a Niagara Falls route. As we were awakened in early morning by the porter and informed that we neared the Falls. A short time later we enjoyed one of the finest views obtainable, right from the window of our car, and only a few rods from the Falls proper. At this point they attached one of their palace dining cars, and while seated at

breakfast we crossed the famous Canti-lever bridge, which time will not permit us to describe ; it stands there to day a monument to the engineering skill of the present generation. Buffalo at 8:50, and we are soon at the Erie depot, where we meet brothers Jackman, M. L. Wood and Stowell, and after a pleasant ride, at 1:45 p. m., we arrive at home again safe and well, to find no time for rest, but enjoying recollections of a pleasant meeting with our worthy western brothers.

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ORGANIZATION.

We can report to the brethren during the month of May, so far, the organization of new divisions at Huntington and Andrews, Ind., Huron, Dak., and Tulare, Cal., and there will probably be organized, before its close, divisions at San Francisco, Ogden, Cheyenne, Omaha and Philadelphia, Pa., making us stand with 125 solid divisions, without a break in our numbers from 1 to 125. This will complete the organization of 33 new divisions this year on June 1st against 32 last year on October 1st. Truly, we have great cause to rejoice. There are many other points that are nearly ready, and we confidently expect to raise 45 new divisions this year. We earnestly ask all brothers of our order to take hold of this branch of the work and if you know of any point that needs organization get the names of some good reliable conductors and send us. We are always glad to get them, and will do our best to see that they are in possession of all the information necessary to organize at once, and you can do this much, surely, for our beloved order as an example. Brothers F. E. Matlack and M. Kent left Union division No. 13, at St. Thomas, to seek situations in the States, and to-day they each have a division raised as a monument to their credit, and there are many others that we could perhaps name that escape our memory now. All our brothers have proven themselves brothers true of the order who have thus honored themselves.

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YARD MASTERS' MUTUAL BENEFIT ASSOCIATION.

The next annual meeting of this association will be held in the city of Atlanta, Ga., about the middle of June, and bids fair to be the strongest in the history of the organization. We are advised that they number 1,000 members ; truly, they have made wonderful progress in the last few years. We wish them a pleasant and profitable meeting.

CONDUCTORS MEETING.

The name of C. S. Wheaton, Elmira, N. Y., Grand Chief Conductor of the United States and Canadas, and also editor of the *Conductor's Monthly*, published at Elmira, N. Y., written on the register of the Commercial hotel in a bold, dashing hand, called to mind the fact that a reunion of Conductors was to beheld in Meadville to day. The cause of the reunion was owing to the fact that the Keystone State division, of Order of Railway Conductors, located in this city were to initiate into the mysteries of their order the veteran Conductor of the N. Y., P. & O. road, Joseph York, and also Conductor Ward S. York.

The following brother conductors from abroad were also in attendance :

H. Hurty, Erie road, Elmira, N. Y. ; A. J. Loftus, Erie road, Hornellsville, N. Y. ; W. J. Barry, Erie road, Hornellsville, N. Y. ; M. D. Wescott, Erie road, Hornellsville, N. Y. ; F. S. Gould, Cuba and Eldred, Bolivar, N. Y. ; C. A. Armacost, Corning & Geneva, Corning, N. Y. ; T. Hogan, N. Y. P. & O. Galion, O. ; W. H. Mitchell, N. Y., P. O., Galion, O. ; Dan. Smalley, N. Y., P. & O., Galion, O. ; W. D. Burr, Ohio, Central, Bucyrus, O. ; Robert Bycroft, Lake Shore, Ashtabula, O. ; J. H. Van Vleck, Lake Shore, Ashtabula, O. ; O. M. Pomery, Lake Shore, Ashtabula, O. ; Chas. Swap, Lake Shore, Youngstown, O. ; S. H. Whipple, E. & P. Erie, Pa. J. E. Swap, E. & P. Erie Pa. C. Pfeffer, N. Y. P. & O. Galion, O.

The visitors were met at depot by a reception committee from Keystone Division and at once escorted to the Commercial.

A fine social time was passed in the parlors of the hotel during the morning hours, many old friendships being renewed and new acquaintances being made. At 2p. m. a fine banquet was given at the hotel, during which merriment and mirth reigned supreme.—*Meadville Republican*.

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INSURANCE.

For the encouragement of all brothers we desire to state that the accessions promised to the Insurance branch of the Order for the month of May will not be far from 200, and at that rate we will, on June 1st, have a membership of about 850, perhaps 900. Now can we not push it to 1,000 by July 1st. Let us try it ; let every brother become interested and work for his own benefit and deposit with our Grand Secretary \$1.00, which, if he or his family are compelled to draw, they can do so with 1,000 per cent. interest. It can not be possible that there is a brother in the whole order that is not willing to do this. Brothers, let us make it 1,000 by July 1st, *sure*.

IN MEMORIAM.

TO MY FRIEND, MRS. C. S. WHEATON, ELMIRA, N. Y.

On the death of her father, James W. Bowman, who died, March, 8th, 1884.

I knew him not ; then how can I ever fill the place
Like one who knew him well, oft met him face to face.
I scanned the page that told his death, yea even reasoned then ;
He has almost lived the allotted time, of three score years and ten.

I knew him not ; but when I hear the kind words freely spoken,
Which tell of true and loving hearts, alas ! now almost broken,
Methought my soul might be inspired, enough to faintly tell
How one is missed by those who loved him, loved him, O how well.

Our father gone ; we miss the sweet good night, the morning prayer,
And all we see for days, sad days, is father's vacant chair.
We used to place it at the table, even place it at the head ;
Now the old chair stands in the corner. Where's father ? He is dead.

Dead, did I say ? O, no ; ask all the children dear
How often, even now, each one can see him here,
In memory ; the midday sun, the glittering stars above
Can never shine as bright to us, as father's tender love.

What prouder life to live, O, what better passing away
From the night of this earthly strife, to a clearer, purer day.
What epitaph could read as well, what inheritance left as true,
As the honest, heartfelt love, he gave to each one of you.

A life devoted to his children. The good angels sometimes appear
In our dreams of the absent ones, and bring us the tidings here
That tell us this love grows stronger, in the life that is to come,
Which make earth's burdens lighter, and easier to everyone.

When this life ends, the harvest comes, the gathering of all that sown ;
And if in looking back you see those who were your own.
Were the ones who loved you most ; then, though the pulse be stilled,
It seemeth to me the crown is ready, life's prophecy fulfilled.

And when he calls these children near, the last good-bye is said,
 Was that the final parting, did you really think father's dead ?
 Do you not know your Heavenly Father is watching for you and me,
 To be united forever and ever, on the bright shores of eternity ?

Is this life's toil and trouble and strife, the fulfilling the promise of love ?
 Or was your father's love for you, the key to those hopes above.
 "Be of one mind." "Love one another," "For I go to prepare a way."
 Where eternal life goes on forever, in the light of an endless day.

Sorrowing hearts think of these words ; yea, be of good cheer still,
 Each one must bow to the majesty, of God's own righteous will.
 Learn to do as your father learned, eat well of the earthly leaven
 Which leads to a pure life here on earth, and points to a brighter heaven.

So I would not think my father had gone, such a long, long journey away ;
 I would rather endeavor to fit myself to meet him again some day.
 I would rather feel though the cup running o'er, as I wipe away each tear,
 To arrange all things and return the visit, he made his children here.

Yours Very Truly,

E. H. BELKNAP, Galesburg, Ill.

♦ ♦ ♦

MY DARLING.

My darling is like the violet,
 Hid deep in the shady wood ;
 My love is like the lily,
 So pure, so fair, so good.

You might liken her to the sunshine,
 With her hair of rippling gold,
 With an angel grace, and sweet, rare face,
 Fresh cast in beauty's mould.

For wherever she goes, the sunshine
 Comes in at the opened door,
 And stays and makes the heart content
 When she is seen no more.

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The Osnabruck Steel Works have recently been manufacturing steel rails eighty-eight feet six inches long, which have been laid down on railway bridges crossing the city of Hanover.—*Manufacturers' Gazette.*

LADIES DEPARTMENT.

DEAR EDITOR: Mr. W. H. Demy, one of our most worthy brothers, of Stanchfield division No. 41, conductor on C., R. I. & P. R. R., was united in marriage to Miss Mattie Keys, of Rock Island, on Thursday, May 1st, at 8:00 A. M., by the Rev. Father Mackin, at the residence of the bride's parents. After the ceremony they departed for his boyhood home, at Peru, Ill., where they met a large circle of his most intimate friends and partook of an elegant dinner prepared by the parents of the goom, and received many costly presents; May 4th they departed for their future home in Chicago, Ill., where he had rooms elegantly furnished and all in readiness for his bride. He has the best wishes of all relatives and friends, and especially the boys of Division 41, who hope prosperity may be their blessing through life. Hope this will fill find room in your next issue of the Monthly. MRS. H.

◆◆◆ SOME MOTHER'S CHILD.

At home or away, in the alley or street,
Wherever I chance in the wide world to meet
A girl that is thoughtless, or a boy that is wild,
My heart echoes softly, " 'Tis some mother's child."

And when I see those o'er whom long years have rolled,
Whose hearts have grown hardened, whose spirits are cold,
Be it woman all fallen, or a man all defiled,
A voice whispers sadly, " Ah, some mother's child."

No matter how far from the right she had strayed
No matter what inroads dishonor had made;
No matter what elements cankered the pearl;
Though tarnished and sullied, she's somebody's girl.

No matter how wayward his footsteps have been;
No matter how deep he has sunken in sin;
No matter how low is his standard of joy—
Though guilty and loathsome, he's somebody's boy.

That head hath been pillowed on some tender breast;
That form hath been wept o'er, those lips have been pressed;
That soul hath been prayed for, in tones sweet and mild;
For her sake deal gently with "some mother's child."

—Francis S. Keeler.

SENSIBLE TALK ABOUT BANGS.

By-the-by, it is rumoured that bangs are surely going out of fashion this spring and that the hair will be worn brushed plainly back from the forehead. While bangs are not necessary for women who possess low pretty foreheads, they are an absolute necessity for women who possess high, ugly foreheads. There can be no denying the fact that when the hair is arranged prettily and becomingly over the forehead it greatly softens the outlines of the face, and lends an additional charm to it. It is all nonsense for people to say that the most sensible women wear their hair brushed smoothly back from their brows. The most sensible women are those who know what is becoming to them. If they look well with their hair banged or curled they wear it so ; if they do not they fail to follow the prevailing fashion, and dress their hair plainly. The Grecian knot has gone entirely out of fashion except for street wear. It is almost impossible to wear the hair on the top of one's head with the fashionable hat of the period. Very few ornaments are worn in the hair. Those that are worn are mostly silver or amber hairpins.—*American Queen.*

ANCIENT COOKERY.

The Greeks and Romans enjoyed many of the conveniencies of household life, their cooking utensils being many. They had boilers, caldrons, stewpans, saucepans, colanders with small and large holes, spoons, forks and hooks to raise the meat out of the pots, and dishes of every shape and size. Stock pots had ladles attached and colanders fitted inside to drain meats, vegetables, etc., and a wonderful saucepan with a double bottom, in which pastry and light articles for dessert were cooked by lighting a fire below the upper bottom upon which they rested. The saucepans were often made of silver, and a number of bronze chafing dishes were always in readiness to heat the plates. These chafing dishes were very elegant in shape and appearance. Each was supported by three geese, and was about seven inches long and one and a quarter inches broad. The wings of the geese were outspread to support the dish, while the head formed handles. Large cupboards lined the kitchen walls, their doors rolling on pivots, and formed a repository of the plate of the family. Silver cups and saucers, exquisitely wrought in relief, were used for serving hot water to drink at meals. Silver spoons ended on one side in a point to pick fish from the shell, while the other side was a bowl to eat eggs with. Forks

were then unknown to the Greeks, but some Roman families possessed them. They were remarkable for their workmanship, were often of gold, and had two prongs. Wine was placed in earthenware buckets to cool, and little vases served as cruets to contain oil, vinegar and pepper. The knives were of steel, carefully sharpened, and often with rings in the handles to hang them up. The bread was made of sifted flour passed through a Spanish sieve of linen thread. We have not space to consider the food prepared in this Roman kitchen, but our memory calls up the "grasshopper fried golden brown," the "sauce of snails," and the large white worms, browned in the stewpan, and a few other delicacies little appreciated by us. Probably many of these Roman kitchens were practically in the open air, there being no roof to the apartment set aside for that purpose, but an awning to shield from sun and air.—*Waverly Magazine*.

HIS GUIDING STAR.

A couple of Hoosier statesmen were travelling from Chicago to Washington, with Senator Logan. The latter occupied a seat by himself and was engaged in reading a magazine. His companions seated immediately behind him were discussing the rules of whist. They got into a heated argument over the rule that requires a player, when in doubt, to lead trumps. After talking several minutes one of them appealed to the Senator :—"General," he said, "when you are in doubt what do you do?"

Logan, half turning his swarthy face toward his questioner, answered in a cool, matter-of-fact way :—

"Consult Mrs Logan?"—*Brooklyn Eagle*.

An interesting figure in Washington society, writes a correspondent, is the deaf-mute wife of Professor Alexander Graham Bell, the telephone inventor. "Professor and Mrs Bell are frequently seen at large receptions. At such times he never leaves his wife's side, but holds her hand within his own, and she looks up in his face with a child-like confidence as he introduces strangers to her, she from the motion of his lips, understands the name and repeats it in low, well modulated tones. Mrs Bell's articulation is not that of a natural voice, but she readily understands all the remarks addressed to her, and makes suitable replies. She has a shy manner, and doubtless feels diffident about using her newly acquired faculty, but gains confidence through the protecting watchfulness of her husband.

FRATERNAL DEPARTMENT.

EDITOR MONTHLY : In answer to the Insurance letter in May number from No. 31, we desire to submit the following :

In the first place, our worthy brother says : As it now stands, the benefit is so small few care to take hold of it. That is just where the mistake is made. Why don't they take hold of it, that is what I would like to know. If they don't take hold of the insurance it will not amount to anything, but if they do it will be one of the best, yes, I might say the best and not be out of the way, for total disability gives it to you just the same as your death would give it to the loved ones or one to whom you choose to leave it. My brothers, stop and think for a few minutes, and now, if you have stopped and thought, and thought seriously, how many maimed and crippled conductors can you bring to mind ? Applications are what we want—we are getting them now ; they are coming to the front. and I say Hurrah for our noble order !

Our brother says : "We cannot, in justice to ourselves and families, allow this part of our organization to remain as it is any longer." That is well spoken. I believe he is anxious about it, but we want more that are anxious, and thank the Grand Chief Conductor of the universe, they are *getting anxious about it*. The brother suggests that we join hands in the matter and go to work and see if it is not possible to make the premium at least two thousand dollars ; of course we can. And now, my brothers, in P. F., just say you will. I thought that 43 was lukewarm in the interest of the order, but I was simply taken by surprise when I read in our last journal the number of divisions that were blank in regard to this much-needed portion of our association. Thirty-eight divisions with not one name in the insurance ; but I don't believe they are going to stay there—I believe they are coming out all right. We need their help and I believe they will not stay out when they see that this order is one of the best in the land.

The brother's idea is to find out the membership of each division and figure the assessments by the membership of the same and let the treasurer collect and hold sufficient money to meet one assessment. Now if he means to put each division under an obligation to produce this money, and the treasurer of each division to get this money, then I say, No, most emphatically, No ! If I thought it would be a good plan, I would say, amen to the proposition. My plan is to let the brothers come to the front and join the insurance ; they are doing finely now and I believe they are going to do still better ; in this matter I do not believe that the brothers have as much respect and love for the

dear ones at home as they ought to have ; if they did they would get insured. Take a good look at your wife as she is about her daily toil, endeavoring to please you and lighten your toil, and bearing your children for you ; what do you think of the picture ; don't you think you can take out a policy in our insurance ? Look at her and the little ones ; if you should get killed, what then ? What then, do you think your wife would do to live and take care of your little children ? For *God's sake, stop and think !* What will become of her if you make your last trip to-day and come back a corpse can your wife give you a decent burial and have anything left ? Perhaps you have a dear old father or a dear old mother—I wish I had one, I would try and render them safe from want—think of it, my brothers, and see if by the next thirty days our insurance will be 1,000 members.

The brother of 31 is probably just as anxious as I am about the insurance, but I don't believe in making the divisions liable for one cent, and I would not ask a division secretary to collect any money that way. I believe our present way is good if the brothers will only be prompt in paying assessment cards when received. Individual membership is what we want, and we thank the Ruler of all good, we are getting them. I hope my brothers in P. F. will think this matter over seriously and come to the same conclusion. Make your wife, your father, your mother and yourself happy. Make every body happy. Show Nos. 9, 31, 61, 43, 46 and others that you are coming to the front.

I asked division 43, at our last regular meeting, their opinion of making the divisions liable at each death, and there was an unanimous vote against it. Let us hear from others. With kind regards to all, with our undying faith in the O. R. C., I remain yours in P. F.,

L. H. GROVER, S. and T., 43.

INDIANAPOLIS DIVISION, 103.

DEAR MONTHLY : This is our first appearance, (an apology for crudeness and mistakes.) We meet every Thursday afternoon and have as enjoyable a time among ourselves as anyone could wish. We sometimes have the pleasure of entertaining brothers of other divisions and we are always delighted to meet them, and I know that we all depart from our division room with a higher opinion of ourselves and our brothers than we ever entertained previous to the organization of our noble order. Our division numbers about twenty-five. That number includes the majority of the most reliable and respected railway conductors running into this city. Gentlemen whom senators, governors, bankers, and in fact, all men of prominence, feel honored by their acquaintance,

and they may justly do so. We are increasing in numbers quite rapidly now, and hope before the next election of officers to have at least sixty members.

The boys are all manifesting a lively interest in our Monthly, and some even have gone so far as to threaten to scalp your correspondent if April number didn't arrive all right. Now I know you don't want me to lose my blonde (red) locks, and neither does

"BUTTONS."

THURBER DIVISION No. 63, NORTH MCGREGOR, Ia., 1884.

DEAR EDITOR: Thurber division No. 63, has twenty-three members in good standing. Only eleven members take the Monthly. I think that every member of the order ought to take it, as we have to support it any way, and every copy is getting a great deal better than the last one. Brother A. E. Brooks has left the I. & M. division of the C., M. & St. P., and gone to work on the N. P. Ry. Brother F. H. Hancock has gone to Webster, D. T., to see his angel. Brothers R. Campbell and W. P. Hancock are running the St. Louis trains between St. Paul and Austin. Brother J. J. Eagan is running the Elkader branch train, Brothers J. M. Morse and W. P. Tubbs are running way freights. Brothers G. H. Cross and E. A. Wyman, through freight. Brother M. Gilmartin the stock train on east end of I. & M. division. Everything very dull at present.

Yours in P. F.,

No. 63.

CHICAGO, 1884.

EDITORS RAILWAY MONTHLY: A few words from Division 41, may not be out of place. The Division is in first-class working order, and is progressing rapidly to the front. We intend to be a credit to the order, not only in numbers, but in the work also. Our members are men of sterling worth. we have at present thirty-five members and more on the way, and of the right kind. We are pleased to see such good reports from all quarters, let the good work go on, and do not let the subject of insurance pass, but keep it before you divisions at every meeting. We extend a cordial invitation to all brothers to visit us when they pass this way.

Yours in P. F.

ONE OF 41.

AURORA, Ill., 1884.

DEAR MONTHLY: Should it meet your approbation we would like a small space in the most obscure part of the Monthly consigned to our feeble attempt at setting forth a few items from Belknap division No. 96. On the 17th of last month it became our painful duty to embark for Owego, New York, with the remains of Mr. Amos J. Williams, one of our conductors, who died of hem-

orrhage of the bowels. Mr Williams was a young man universally beloved by his associates and highly respected by the officials of the road, and, although not a member of the order, had made application but was taken sick and expired before we had taken action in his case, and we as a division, extend our sympathies to the bereaved mother and friends. We went via the L. S. & M. S. R. R. from Chicago to Buffalo, but did not have the pleasure of meeting any of the brothers yet we formed the acquaintance of some very genial gentlemen—conductors that any corporation might well be proud of. We would here make mention of Mr. Frank Slade, the sleeping car conductor in charge from Chicago to Buffalo, whom we found to be a “jolly good fellow,” a gentleman in every respect and very popular with the travelling public. Leaving Buffalo it was our good luck to fall into the hands of brother Curtis, whose memory we shall ever cherish. But imagine our surprise when brother Jackman, who at the time was attired in a brakeman's uniform, confronted us and gave us the sign of recognition. We found brother Jackman to be a social, whole souled fellow, and we are sorry that slack business on the road necessitated the taking off of his train for a short time. Arriving at Hornellsville the train stopped twenty minutes for supper, and we found the eating-house there to be first class, and the repast spread before us sufficient to satisfy the appetite of the most fastidious. Just about the time that gastronomical satiety admonished us that we had arrived at the ultimate culinary degitation consistent with the code of Esculapus, we heard the stentorian voice of brother Curtis, “All Aboard.” We obeyed and went aboard, and brother Jackman conducted us through two of the finest sleeping cars we have ever seen. the “Cathay” and “Morning Star.” Leaving Elmira we had the pleasure of taking brother Smith by the hand and felt rather loth to leave him at Owego. On our return, as you are aware, we stopped at Elmira, and the pleasant afternoon we spent there with the brothers we met shall ever be garnered in our memory's green-house as one of the bright and sparkling springs occasionally found in life's desert. We were sorry we could not remain longer, but business demanded our immediate return. Wishing to be kindly remembered to all brothers of No. 9, (the worthy chief in particular), we will turn our attention to the union meeting at Milwaukee, on the 6th of this month, at which it was our good fortune to be present, accompanied by our chief and junier conductors, brothers Hinckly and Flinn. We were delighted with the proceedings, but after listening to the eloquent remarks of able brothers, we felt that we could not say anything that would be of interest, therefore we kept quiet, preferring to be instructed rather than to try and instruct.

Belknap division now boasts of thirty-five members, all of whom are awake to the interests of the order, and we hope to be able to make a good showing by the time the grand officers give us a call. We extend an invitation to all brothers to meet with us, should any of them ever visit Aurora, and we will endeavor to entertain them in a manner becoming the O. R. C. But we fear we are consuming too much space, therefore we will "shut off."

Yours in P. F.,

96.

A RIGHT ROYAL GOOD DAY OF PLEASURE AND PROFIT.

On the morning of the 15th of May, at 3:15, in company with G. C. C. Wheaton, C. A. Armacost of Collins Division No. 5, we took the limited express at Elmira for Meadville, Pa., to visit Key Stone State Division No. 32, by invitation. Were joined at Hornellsville by brothers Loftus, Wescott and Barry of No. 9; at Salamanca by brothers Gould and Buffington. Nothing happened on the route to mar our happiness, except a call by the porter when nearing Corry, Pa., "Stop here for breakfast." But becoming fully awake, we realized the necessity, and forgave the porter for his intrusion.

After partaking of a hearty breakfast provided for us by members of Division 32, were soon on our way, and a little over an hour after pulled into the depot at Meadville, only seven hours run from Elmira, a distance of two hundred and forty-two miles. Many of the brothers of Division 32 awaited our arrival. Ten o'clock found us in the division room, and at the sound of the gavel by C. C., W. H. Frisby, business for the day commenced.

Divisions Nos. 62, 64 and 73 were represented by their C. C., and a goodly number of brothers. C. Pfeffers, Sec. and T. of 109, with several brothers were also in attendance, with the few brothers from old reliable No. 9, who were with us, making as many visiting brothers I dare say as Division 32 had seen in a good while.

The degrees were conferred upon brother Joseph York and son, W. H. York. Will say here brother Joseph York is one of the oldest railroad men now in the service, if not in reality *the oldest*. He is sixty-five years old, physically strong, eye bright, and apparently in the prime of manhood, and appears good yet for more than a score of years.

Brother York commenced firing an engine at the age of nineteen. Ran an engine for twenty-five years, and the last twenty years has run a train as conductor; is now employed by N. Y., P. & O., making forty-six years of railway service. The work of the division being finished, G. C. C. Wheaton inter-

ested the brothers by remarks, and the advantage of our insurance. It being two o'clock, we took a recess for one hour and a half for dinner; adjourning to the Commercial Hotel kept by Andrews Brothers, I must say the princes of hotel keepers. Their tables groaning under the weight of the best the market affords, and the manner in which they use their guests puts them in the front ranks of hotel men, and I assure you they did not find fault with us in not doing justice to a dinner good enough for the Royalty of the country.

Half past three found us again in the division room, when brother Wheaton explained the secret work, and remarks were made by a number of brothers, closing at five p. m. The meeting being very enjoyable as well as profitable to all concerned. After a great deal of hand shaking and good bys, we found ourselves at seven forty-five p. m. on the limited express homeward bound, and after seven hours ride arrived home well satisfied with our visit. Hoping brother Hunt, secretary of 32, when he has any more good times laid out, will send for us again.

Adieu,

H. H.

WHY YOU SHOULD INSURE.

PERRY, IOWA, 1884.

Your duty to your family demands it. In the recent terrible catastrophe on this division, where three men lost their lives, by the breaking of a flange on a wheel of an engine truck, the merits and demerits of insurance were plainly demonstrated. The engineer was a member of A. O. U. W., and the widow received a benefit from that worthy order; the fireman belonged to the B. of L. F., and there are no worthier orders on the face of the earth, his widow is amply provided for. While the brakeman leaves his family in the pride of his strong manhood and does not return, he had no insurance. Now brothers, take warning; death comes in many forms; provide for your wives and children while you can, do not put it off or it will be too late.

Yours in P. F.,

C. W. L.

LOGANSPOUT 1884.

DEAR MONTHLY :—Terre Haute Division No. 92, was organized September 26th, 1883. It now has fifty one members, and like Oliver Twist, "wants more," No. 92 is supposed to be the most learned Division of the order. It certainly contains many master minds, even the goat rejoices in a classic name, the last time the brothers assembled they did not discuss the downfall of Republics, but seriously discussed the downfall of brother Tim, who had just

been initiated. Some of the bachelors are proposing that regalias adorn the manly forms of the brotherhood. The married men who know the folly of and are done with proposals, object on the score of expense, that they cannot afford. It is to be hoped the single brothers will drop the subject and have proper sympathy for their married brothers who have visions of regalias in the way of Spring bonnets and dresses that cannot but voted down, that they must pay for.

Brother Pindar has gone to California. From last letter received, this much married man is still single, he has a vacation four times a year, and the press along the line always duly announce marriage and wedding tour of C. H. Pindar, and when he comes back single and alone, just as he departed, they wait for the next vacation.

All brothers are cordially invited to visit Terre Haute division No. 92, located corner Seventh and Main streets, Terre Haute, Ind., meets every Monday at 1:30 P. M. Truly yours, K.

WELLS, Minn., 1884.

EDITOR MONTHLY : Since my last the S. M. division C., M & St. P. Ry., has lost one of its old time conductors, J. Keeler, who died of typhoid fever on March 26th, after a short sickness of two weeks. Although not a member of our noble order, was a good companion and a whole-souled brother conductor. B. Lewis takes his run on the west end. E. H. Thomas has been running passenger on the west end for a couple of weeks, but is back on east end again. We have all we are able to do now ; the snow went off too spry and took some of the track with it, so there were a few days of rest, but the boys rather have it more steady as too much rest is not healthy. Our conductors west of Wells are, J. J. Wright, E. McCall, Houghtaling, Law, Sinclair, Newell, Strong, Harrington, Hines, Murphy and Reynolds. Hoping to see the good work go on, I remain as ever, yours in P. F.,

HOT HUB.

VALUE OF A TRAIN.

Few have any conception of the money value of an express train. The handsome locomotives and elegant cars are admired as the train comes puffing into the depot, but when seen from the point of view furnished by actual figures the spectator is astonished at the responsibility placed in the hands of engineer, fireman, conductor and brakemen. A railroad official, the other day,

gave some interesting figures as to the value of the mid-day express from Buffalo, which was a fair representative of the fast express trains on the consolidated road. There was an engine, tender and eight cars. The engine and tender, which are always considered together, were valued at \$10,500 ; the baggage car, \$1,000 ; the postal car, \$2,000 ; the smoking car, \$5,000 ; the two ordinary passenger cars, \$10,000 each, and the three palace cars, \$15,000 each ; total, \$83,500. This is a low rather than an excessive estimate for one of the fast expresses as some of them, with more cars, are worth \$100,000 at least. The palace cars put down at \$15,000 are in many cases worth an average of \$18,000. These cars came into use soon after the sleeping coaches, the first being used in 1863. In some instances these cars have cost as high as \$25,000 and \$30,000 where the interior workmanship was very elaborate. From the figures given it will be seen that a comfortable dwelling may be built for the cost of an ordinary passenger car, and that the money expended for a palace coach would erect a very handsome brick or brown stone front residence. It is an interesting reflection that the safety of one of those costly trains, to say nothing of the passengers, devolves wholly upon two men—the conductor and engineer. Must they then not be reliable, sober and trustworthy, just such men as the order of Ry. Conductors is aiming to make all its members ?

17.

THE G. B. & L. E. DIVISION BOYS.

Dear boys since I have left you, to work on another line,
 My wandering thoughts return oftimes, to the lads I left behind ;
 You always used me squarely, and never did me ill,
 I am thinking of you kindly, and trust I ever will.

There's conductor Reid, a jolly chap, who acts on the strict Q. T ;
 But if you want a helping hand, there's none will lend more free,
 He is always in good humor, you never see a frown,
 He is always ready for a lark, at any house in town.

And then there's Phil, who also runs a dandy first-class train.
 And any work he has to do, he does with might and main ;
 He's always on the watch for fun, and many a little lark,
 He has entered into with the boys, a little after dark.

And then there's Uncle Robert a rare good chap is he,
He'll treat you to a social glass when him you go to see ;
He's very fond of company, and is a social man,
The boys, they generally term him good old "Conductor Cran."

Then come the freight conductors, who run trains Seven and Eight,
A couple of very nice young men, and seldom they are late,
But during the winter season when snow has blocked the line,
It's then they get the peddlers, but they get there every time.

Conductor Lander runs a crew that always make things tell,
The first one is called Razor, and his mate is Nornabel;
They rattle a freight train over the road, at it they can't be beat,
But if you want to see them work, drop in when they go to eat.

And then there's Tom and Billy, who twist for conductor Lloyd,
It matters not what work they have, they never feel annoyed ;
And next come Finch and Gordon, who know how to set a brake,
And modest Pete will wander in for something good to take.

The baggage cars on One and Four are run, in very good form,
The graceful form of Thompson does one of them adorn,
The baggage is mostly heavy, the trunks will weigh a ton
But Dalton generally gets there and thinks it only fun

Jim and Bruce they run express on No's Two and Three,
And when Bruce reaches Warton he jumps around in glee ;
For then he's off to the skating rink. He makes the boys all stand,
To see him coming down the rink attached to his dear Miss Stamm.

Oh next I come to the mail clerks, there's Jim and Jack you know
And Mr. Pierson follows next, and I tell you he's not slow.
I think that Bruce should sell his right on his girl the fair Miss Stamm,
To the boy who is dying to have her, he is known as Cunningham.

The engineers on the road are the finest to be seen
Old 368 is graced by the form of Mr McKean.
Her stoker he's quite a head and to steam he's bound to make her,
He smokes and chews and by the way, how are you fixed for terbacker ?

369 is next on the list, and is run by Mr. Hardy,
 He generally gives her all she'll stand, in fact he is not tardy.
 And then there is 370 a very fine old mill
 And when Aleck is at the throttle, you bet she don't stand still.

There's Brother Solley on No. 7. you bet she's got to jump
 He is quite a favorite with the boys, they all vote him a trump,
 He likes to be behind the plow, and you never can him smother,
 You'll find him ready to grasp your paw, and say, "how are you brother"

When Dave is running 503, you bet she's got to creep,
 And if you ride behind him, keep tight hold of your seat,
 For if you don't you'll find yourself a'flying through the car,
 Till you see the stars and probably the beautiful gates ajar."

And now, dear boys, I leave you and, wish you all success,
 The writer of this simple rhyme you all will readily guess,
 My heart is sad within me, at the thoughts of going away,
 For we may never meet again, on the good old Georgian Bay.

JNO. PINKERTON.

MAPLE CREEK, N. W. T. May 5th, 1884.

EDITOR MONTHLY: I notice in the February number that there are only 563 members of the O. R. C. who belong to the Insurance Association. I think the majority of the members do not fully recognize the benefits derived from such an association, managed by gentlemen whose honor is pledged to do what is right, and who can be fully relied on. Our Insurance Association should take precedence over outside companies, and a little effort on the part of each division would soon make the Insurance Association what it should be, a first-class company and a credit to the order. If each C. C. would bring this matter prominently before their respective divisions, the result would be gratifying. We are all often placed face to face with the King of Terrors, and don't know when we may "register in" for the last time. To join our Association is a solemn duty we owe to our families, and a duty we should not put off a single day, and I hope the brothers will give this matter their earnest consideration and join our Association at once. Try and make our Insurance Association as grand a success as our Monthly has become. It only requires an effort.

SASKATCHEWAN RIVER.

MISCELLANEOUS DEPARTMENT.

THE MISSION OF OUR BROTHERHOOD.

Since the organization of the Brotherhood of Locomotive Firemen the question has been often asked, What is its mission? Questions are more easily asked than answered, and yet we propose to answer this interrogatory with becoming frankness.

The reader will at once perceive the necessity for prefatory remarks. We shall approach the main question with considerate caution. Locomotive firemen are pre eminently practical! They are not distinguished as devotees of panegyric or pyrotechnic displays of impractical theories. Locomotive firemen are remarkable for common sense. They are bronze-browed, hard-fisted, noble-natured men. They are forever dealing with problems which demand and command serious thought. A locomotive fireman cannot, in the nature of things, be a dude. He is forever facing danger. Every faculty is on the alert. There is not a bit of the ideal or of fiction in his chosen calling. He deals with fire, steam, speed, danger—responsibilities which, when on duty, demand ceaseless vigilance. In all the avocations known to modern civilization the locomotive fireman has chosen the most perilous. When he mounts his engine he takes his life in his hand. His partings with his loved ones are always in the nature of adieus. He has no assurance that he will ever see them again until the day when the "sea shall give up its dead." Say what we will, there is a mournful grandeur in the calling of a locomotive fireman. He lives a year sometimes in an hour, in a minute. His iron horse, fed on fire, dashes on over bridges, around curves, through tunnels and cuts twenty-five, forty or sixty miles an hour, in the light, in the twilight, in the darkness. Behind him a train with precious lives, his own life at stake; home, wife, children are in his thoughts; wakeful, watchful, he plunges on. Hopefully he peers into the darkness, and when the route is run and the steed stands still, we opine—indeed, we know—the locomotive fireman thanks God.

There are at least *twenty-two thousand* of these men in the United States and the Canadas—ten thousand of whom are enrolled as members of the Brotherhood of Locomotive firemen. All hail, comrades! Let us reason together. The Magazine is your friend. It speaks for you. Its high ambition is to promote your welfare. What is the mission of our Order? Let us be in earnest. Locomotive firemen are not fanatics, They are not vagarists, utopians. They seek the attainable. It is within reach. It is not a myth, a fantasy, an illu-

sion, a hallucination, a phantom or a dream. We state the case boldly. The best for locomotive firemen is not to be found within the domain of STRIKES. A strike means war. The shibboleth motto of locomotive firemen is peace. But, for the nonce, dismissing these propositions we repeat, What is the mission of the Brotherhood of locomotive firemen? As we write, the glory of our Order is unfolded to our vision. We see its citadel lodges embracing the continent from rock-ribbed Maine, from the Thousand Islands of the St. Lawrence to the Golden Gate, to where the Oregon pours its mighty flood, a continental brotherhood. We indulge our fancy and surmise every scream of the locomotive whistle tells us that a locomotive fireman is on duty and doing his duty. We survey the map of our country. We note the intermingling of railroad systems, embracing cities, towns, districts, and including a continent. and then we say, on all these highways of travel are scores of locomotive firemen. We fancy the day is near at hand when every locomotive firemen will be a member of our beneficent brotherhood. Why? Because it is organized to promote the welfare of men of his calling. Still, the question recurs. What is the mission of our Brotherhood! Is it understood? Is it fully comprehended? Do we individually and collectively appreciate the majesty of our mission? The Brotherhood of Locomotive Firemen has certain high ambitions in view, certain purposes, certain aims. What are they? Its ambition is that every locomotive fireman shall be, in the highest and best sense of the term, a gentleman, self-poised, self-assured, true to every trust, every obligation, a *chevalier sans peur et sans reproche*, a man who knows his duty and performs it with unwavering fidelity; sober, industrious, self-respectful, the peer of any man who walks God's green earth. The purpose of the Order is to have such men, and only such men, within its charmed circle—men who pay their dues, who are ambitious to maintain the morale of the Order, who appreciate the obligations of membership, and who recognize the sacredness of their responsibilities. Ours is a benevolent organization. We propose to *stand* by the living—that we may *stand* by the dead. It is more than benevolent. It is an organization designed to build character, perfect and adorn it, give it symmetrical and substantial proportions, the foundation stones of which are sobriety, industry and fidelity. What more can we say in regard to the mission of our Brotherhood? Much. It is designed to make home a type of heaven—a snug harbor for “poor wanderers of a stormy day”—where wooing wives and prattling childhood give every cloud a silver lining, and attune every chord of the human heart to melody. We could pursue these felicitous thoughts indefinitely, for our faith of the future of our Order knows no boundaries.

But negatively, rather than affirmatively, the Brotherhood of Locomotive Firemen was not, we are bold to say, organized to inaugurate strikes nor to favor strikes. We assume, and do not hesitate, to proclaim our convictions that labor strikes are not, and in the nature of things cannot be, in the interest of labor. We assume that labor is capital. We ignore technical distinctions. Capital to be profitable must be employed. We are not unmindful that we are upon the threshold of controverted propositions. We enter the arena of debate with confidence. We invite criticism. We have the courage of our convictions. The mission of the Brotherhood of Locomotive Firemen is not to antagonize capital. Strikes do that; hence we oppose strikes as a remedy for ills of which labor complains. Our purpose is to do away with misapprehensions. We cannot afford to be misunderstood. Locomotive firemen are employes—their employers are the owners and managers of railroads. In the very nature of things we should understand each other. The Brotherhood of Locomotive Firemen was not organized to dictate prices. It is no part of its mission. It will not deviate one hair's breadth from its course. Our Brotherhood proposes to offer to railroad officials sober, industrious, moral, competent men, tried and true. We propose that the time shall come when a Brotherhood fireman shall be preferred to an outsider. It is the purpose of the Brotherhood of Locomotive Firemen to banish from the order every unfaithful man. Dead Beats, men of crooked ways, are to be ostracised, banished. Ours is to be a Brotherhood of gentlemen—honest, faithful, sober men. Railroad officials want that class of men. They cannot do without them. Their character, their reputation, their money, their profits all combine to make honest, sober, industrious, faithful firemen a desideratum. We take it for granted that when such men are employed, railroad officials will pay them all they can afford. There may be exceptions. We are discussing the rule. Be this as it may, if locomotive firemen engage in strikes they do it outside of the Brotherhood of Locomotive Firemen. The Order has no striking machinery. It was not founded for strikes. We have a better theory for disagreements between employer and employe. Strikes never settled any labor question. Strikes have invariably inflicted incalculable evils upon the strikers. We desire to make ourselves distinctly understood. Let us introduce a few illustrations: A man at \$2 per day. \$60 per month, earns \$720 a year, which is equal to an investment of \$18,000 in Government bonds bearing 4 per cent. interest. The proposition illustrates the idea of labor capital. It is a trite saying that "capital is sensitive"—timid. Approach a money capitalist, propose to him an investment, and his first inquiry will be, Will it pay? In discussing the

subject with him, in answering his inquiries, there will no time to introduce poetry or sentiment. He wants facts and figures. He balances probabilities. If the favorable predominate he will invest, otherwise he will withhold his money. The proposition is of universal application. There is absolutely no exception. We hold that labor capital is as sensitive as money capital, and there are many and cogent reasons why it should be the more sensitive and cautious. Money capitalists seldom invest their all in any enterprise, but the labor capitalist, the workingman, the wage earner does, for the time being. invest his all—his time, his skill, his health, his life; hence, we assume that labor capital is more vitally involved than money capital in all matters pertaining to strikes.

We have said we are opposed to strikes as a means of settling controverted labor questions. We are opposed to strikes primarily, because we are satisfied they do not promote the welfare of laboring men. We are persuaded from our readings, observation and experience that there is a better way out of labor disagreements with employers than to "strike" out. If there is anything in fact and logic, if there is anything worth considering in figures and common sense, we are persuaded that our proposition can be satisfactorily demonstrated, and we invite the attention of the Brotherhood to an honest solution of the problem. It is stated by the highest authority that the average cost of 100 miles of railroad is \$3,074,474; for our purpose we take the round sum of \$3,000,000. The average number of locomotives on each 100 miles of railroad is given at *twenty*. We will assume that these twenty locomotives require thirty locomotive firemen. Here, then, we have the situation clearly defined. The road is built and equipped. The locomotives are on the track. The train is made up and ready to start. But there is no locomotive fireman on the engine. Now comes into bold prominence a fact which must forever be recognized, that money capital is useless without the assistance of labor capital, and this fact ought to, and must eventually, bring money capital and labor capital into harmonious alliance. They are necessary to each other. It is an indissoluble connection and cannot be revoked, and we plead guilty to the charge of a desire to make this association profitable and agreeable to both parties. We believe we see the dawning of a new era, and every word of ours shall be a harbinger note of peace and good will.

Again: We have said the 100 miles of railroad cost \$3,000,000, and that the train was on the track ready to move, awaiting only the presence of the locomotive fireman. At this juncture we are told that the locomotive firemen have *struck* and that the train cannot move. We have the picture fully out-

lined—vivid as lightning. We are in a position to contemplate it in its immediate and remote consequences. We shall endeavor to be frank. We have no sinister ambitions to subserve. Invested money to the amount of \$3,000,000 stands still. It is doomed to inertness. Authorities say that for the year 1882 there were in operation 107,158 miles of railroads; that the capital and funded debt of these roads amounted to \$3,456,078,196, and that the total dividends paid amounted to \$102,031,434, or about 3 per cent. Our authority for these figures is Poor's Manual—hence, we assume that the 100 miles of road which we have introduced to illustrate our argument, if there had been no strike, would have earned dividends for its owners during the year amounting to \$90,000, but which, owing to the strike, earned nothing.

We have shown in this article that a locomotive fireman, earning \$720 a year, is equal to the man who has \$18,000 invested in Government securities bearing 4 per cent. interest. We have assumed that every 100 miles of railroad require 30 locomotive firemen. If we are correct (and whether exact or not, the figures illustrate our argument), then the 100 miles of railroad represent an investment of firemen capital of \$540,000 at 4 percent, yielding dividends amounting to \$21,600 a year. Now, be it remembered, the strike not only compels \$3,000,000 money capital to earn no dividends, but it also compels \$540,000 of locomotive firemen capital to earn no dividends. The money capital and the labor capital stand still—do nothing and earn nothing. We protest that such a state of affairs is not founded in wisdom.

But this is not all, nor the worst of the situation. We have assumed, for the sake of the argument, that the strike continues one year. Even members are better than fractions for our purpose, while ratios remain the same. At the end of the year, we will assume, the strike is ended. There is always a limit to human endurance. How stands the account? The owners of the \$3,000,000 investment in the road have lost \$90,000, and the locomotive firemen, who represented \$540,000 labor capital, have lost \$21,600. The aggregate lost has been \$111,600. The \$3,000,000 money capital has lost what it failed to earn—\$90,000. How about the firemen? They have not only lost what they failed to earn, \$21,600, but, assuming that it has cost them the same to live while idle as it cost when employed, they are out of pocket at the end of the year \$43,200. We here discuss the money problem. We omit the demoralizing consequence of idleness—tramping, abandonment of family and home topics of admitted seriousness. With such facts in full view, we are bold to assert that strikes have no compensations equal to the losses they entail. We believe there is a better way out of such disagreements as

occasionally arise between locomotive firemen and railroad officials, between money capital and labor capital, and it is the purpose of the Brotherhood of Locomotive Firemen to find that way and the high ambition of the Firemen's Magazine to place the facts relating to such subjects in such a light as to bring about a perfect understanding between railroad managers and our Brotherhood. The mission of our Brotherhood of Locomotive Firemen is to build—not tear down. It is to enthrone confidence rather than distrust. We detest sycophancy. We abhor arrogance. We admire manhood. The Brotherhood of Locomotive Fireman has for its foundation principles which dignify and glorify human nature. It champions the cause of labor not by antagonizing money, but rather by showing that between money and labor capital there is and must forever remain an intimate alliance, which, when terms of federation are honestly and honorably adjusted, will be productive of untold benefits. But, again, referring to our Order: Its growth and prosperity are in all regards phenomenal. There is nothing to parallel its progress. There are now in operation 210 Lodges. Our membership exceeds ten thousand. We have stated that in 1882 there were in operation in the United States 107,158 miles of railroad, and the entire North America system in 1882 amounted to 127,830 miles. If there are 20 locomotives to every 100 miles of road, then, we assume there are in the country 22,560 locomotive firemen. Of these more than ten thousand keep step to the music of our Brotherhood. It is a music which glorifies benevolence. Every wheel, and every wheel within a wheel of our Order, is set in motion by the inspiring, heaven-born spirit of benevolence. The gallant men who have stood by the Brotherhood in days of its trials and adversities did so from motives as god-like as ever prompted men to action. They knew the perils of their vocation, and they said, when a brother falls at his post those who are dependent upon his labor shall not be left desolate and alone in this cheerless world. They shall have our words of sympathy and condolence. More, they shall have money—the result of our contributions. Our sympathy shall be something more and better than words. The hour a Brother falls, ONE THOUSAND DOLLARS awaits his sorrowing widow and orphan children. To have this money in the treasury of the Brotherhood, dues must be paid; to pay dues money must be earned; to earn money employment must be had; to have employment strikes must be ignored. To strike, as we have shown, not only puts an end to earnings, but it consumes what has been laid by. It puts an end to benevolence. Widows and orphans will plead in vain when their protector has fallen. In the grasp of a strike the fires will go

in our Lodges. Confusion will take place of order, and ruin, widespread and desolating, will be inaugurated.

The mission of our order is to maintain intact the machinery of our Order as it exists, to harmonize contending interests; to dignify manhood by industry sobriety and fidelity to obligations; to bury our dead, to give comfort and consolation to the bereaved, and to make ours a Brotherhood which shall command the respect and admiration of all mankind.—*Editorial Firemans Journal*.

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REMINISCENCES.

The first cargo of coal brought from the mines to tidewater on the Hudson and the first anthracite ever transported direct for market in New York was shipped at Honesdale, in November 1828. The railroad connecting the canal with the mines at Carbondale was not then completed, and the coal was hauled to Honesdale in wagons, seventeen miles. Ten boats were loaded with ten tons each, the coal being transferred from the wagons by wheelbarrows. Three of the boats belonged to James S. McEntee, father of Jervis McEntee, the artist, who was named for John B. Jervis, under whose superintendence the canal was built. Notwithstanding the lateness of the season and the slow means of communication with the mines, 7,000 tons of coal were carried to tidewater before the season closed.

In 1829 the railroad was finished. Besides being the first railroad ever operated in this country for actual transportation purposes, it has the distinction of being the first on which a locomotive was run in America. This locomotive was built in England and brought to New York in a vessel named the John Fay. From New York it was taken to Roundout, and thence to Honesdale by the canal. There was no such thing as a locomotive engineer in the entire country then, but Horatio Allen, who had ordered the engine in England for the company, mounted the curious-looking machine and ran it for three miles up the rickety track of strip iron nailed to hemlock scantlings, and back again, bringing it to a stop in almost exactly the same spot from which it started. This was on August 29, 1829.

The canal company's engine, however, which was known as the Stourbridge Lion, was too heavy for the road, and was never used again. Years afterwards, with singular short-sightedness, the company ordered it broken up as old iron. The boiler was saved and is still in use in a machine shop in Carbondale. Horatio Allen, the first man to enjoy a locomotive ride in this country, is still living at Orange, N. J., at the age of 83.—*New York Sun*.

MENTIONS.

—A brother truly writes us that "The time has come when no railway company can afford to employ in a position of trust any man that is in the habit of indulging in intoxicating liquors; nor can our Order afford to have any such on its rolls. The time has come when all right-minded, thinking persons should place themselves on the right side on this important issue."

—WATCHED.—On April 24th Mr. Thomas Downie, train despatcher N. & N. W. Rys., at Allandale, was presented with a gold watch and chain by his fellow employes and friends as a token of the high esteem in which he is held by them. The watch bore an appropriate inscription. The evening was very pleasantly spent and many were the good wishes expressed for Mr. Downie's success. He goes west to grow up with the country.

—We regret that our space precludes a detailed description of the elegant ball given by Denison division No. 53. The arrangements were in charge of brothers Wm. M. Boggs, R. S. Harnest, W. H. Ward, C. J. Wilson, J. H. Martin, J. E. Harnest, John W. Condon, Frank Devoe, O. S. Darlington. It was estimated that 150 couples participated and the pleasant scene was witnessed by some 800 spectators. The music by Meine's band was of the best. The hall was beautifully decorated with bunting, evergreen, flags, tri-colored lights and innumerable bird cages with the beautiful song birds of every climate; truly resembling a fairy land. The toilettes of the ladies were elegant as they are given in full by the *Sunday Gazetteer* of Denison, and we know that all must have enjoyed themselves in the fullest acceptance of the term.

—When Mr. Rice, who was afterwards the M. P. of the Mich. Cent. R. R., was Superintendent of the N. Y. C. R. R., he received from one of his gentlemen friends an expired pass, across the face of which, in blue ink, was written the following :

Bless my stars ! No more on the cars,
As a deadhead I'll ride on the rail ;
Unless Mr. Rice should take my advice,
And send me a pass by the mail.

Whereupon, Mr. Rice took the old pass, and penned in red ink on its back :

'The conductor will pass this bundle of gas,
From July till the middle of Lent,
Like any other deadhead without paying a red,
Let him ride to his heart's content.—*Railroad Age*.

—A BROTHER HONORED, MR. JOHN TURNBULL MADE THE RECIPIENT OF A HANDSOME PRESENT.—A very pleasant party assembled last evening in the Engineer's office at the Richmond street depot, comprising representatives from the various sections associated with the traffic department. The object of the gathering was to do honor to Mr. John Turnbull, who has for a long time officiated as station master here with satisfaction to the employes and the company alike, and who now assumes a position as conductor on the road. After a few appropriate remarks, Mr. W. M. Anderson presented Mr. Turnbull with an elegant silver tea service of eight pieces, accompanied by the following address :

JOHN TURNBULL, Esq. :—*Dear Sir* :—Now that you are about to retire from the position of Station Master at this place, and which you have so satisfactorily filled for a number of years, we, your fellow employes, cannot allow this opportunity to pass without expressing our deep regret that the ties which united us so closely together are about to be severed, and to convey to you in some slight manner a tangible proof of the regard and esteem in which you are held by us all. Though we are grieved at your departure from our midst, yet we are pleased to know that you will still remain an employe of the Grand Trunk Railway, and we are certain, from your ability and hitherto conscientious dis-

charge of your manifold duties, that you will ever retain the confidence of your present employers, and from your genial, affable and kindly nature, that you will always gain the friendship of those with whom you may come in contact. We will now ask you to accept this silver tea service as a mark of our respect for you, and we would couple it with the wish that your future may be a bright, happy and prosperous one.

Signed on behalf of the employees,

G. L. CLARKE,

D. C. MATHERSON,

S. RUSE,

JAS. C. CROMBIE,

W. R. THOMPSON,

W. ANDERSON,

W. ARMSTRONG,

R. STANLEY,

A. DOUGLAS.

Mr. Turnbull expressed his thanks in a brief but feeling manner, and after a few moments of pleasant conversation the company dispersed.

PERSONALS.

—Brother Wm. Benson, of Stanchfield division No. 41, formerly with C. R. I. & P., is now with the St. L., K. & N.

—Brothers Denis and Magill, of Stanchfield division No. 41, are now running on the R. I. & P., with headquarters at Peoria. May success attend them.

—Brother A. E. Hodges, formerly conductor on the C. & N. W., now on C. M. & St. P. Ry., and a member of Robinson Division No. 78, lies very sick at his home in Savanna, Ill.

—Brother E. H. Dewey, of division No. 4, or any one knowing his address, please inform brother F. M. Sanders, Marshalltown, Iowa, or advise office of Railway Conductor's Monthly.

—Brother Jno. Abercrombie, of division No. 40, late conductor N. P. Ry., formerly conductor on C. M. & St. P. Ry., or any one knowing his present address, please inform this office.

—Also wanted at this office address of Col. Wm. R. Watson, late Assistant Superintendent Cent. Pac. Ry., at Truckee, Cal.

—Also address of brother Jno. D. Roberts, formerly of Syracuse, N. Y., and passenger conductor N. Y. C. & H. R. R. R. Was a charter member of old division No. 50, C. B. of St. Louis, Mo.

—We are pleased to note the promotion of brother Lewis P. Martin, of St. Louis division No. 3, to the position of train master on Mo. P. Ry., with headquarters at Sedalia, Mo. Lew, you have our congratulations.

—Bro. Geo. Campbell, of No. 63, met with what might have been quite a serious accident, but only resulted in the injury of his thumb. We are informed that under the kind care of his friends he will soon be able to take charge of his train.

—Brother Fox, formerly of Texarkana, Ark., and a member of division No. 59, is now running a passenger train on the Chicago and Atlantic, between Huntington and Chicago. He with his estimable wife and lovely child reside in Huntington, Ind.

—Brothers T. N. Carhart, of No. 42, W. D. Fowler and W. S. Toles, of No. 62, I. N. Hubbard, of No. 14, and R. W. Tuttle, of No. 52, were present at and ably assisted us in the organization of the new division at Huntington, Ind., on the 8th of May last, also brothers T. N. Carhart, W. D. Fowler, A. R. Varnes, H. W. Kerr, W. S. Toles and others enjoyed our pleasant drive over from Huntington to Andrews on the morning of the 9th, and assisted in organizing No. 125 at Andrews. The brethren all have our thanks for their kindness.

Brother George E. Pennock, C. C., announced the sad death of our late brother, David Lyke, stating it had again become the painful duty to perform the last sad tribute of respect to the memory of a departed brother. The ruthless hand of death has stricken from our midst a beloved member. Brother David Lyke died of consumption, January 16th, 1884, at Minneapolis.

WHEREAS: We, the members of St. P. & M. division No. 40, desire to express in a fitting manner our profound sorrow, at the sudden and unexpected death of our brother, David Lyke, whom God, in his unsearchable wisdom, has permitted to be taken away from his labors among us.

WHEREAS: While we deeply grieve for the lost companionship of our brother, we bow in submission to His will "who giveth and who taketh away," well knowing what to us is irreparable loss is to him infinite gain; therefore, be it

Resolved, That in his death we have lost an earnest, faithful member and beloved associate, whose character, combining as it did, many of the elements of true manhood, made him worthy our sincere regard and high appreciation.

Resolved, That his faithful devotion to duty, and above all, his Christian life, commend him as an example worthy our imitation.

Resolved, That these resolutions be spread upon the records of the division to show our sorrow, respect and affection for our late co-worker, and to extend to his bereaved family our sincere and earnest expression of heartfelt sympathy and condolence, and that their sorrow may find comfort in the glorious hope of life immortal and solace in the sweet remembrance of their loved one's unselfish, generous life-long example, just ended yet never to be forgotten.

R. L. WILLARD, Sec'y and Treas.,

GEO. E. PENNOCK, C. C.

ST. ALBANS, VT.

Died April 19th, 1884, Joseph Henry, aged two years and one month, only child of our worthy brother, William Hoy, of St. Albans Division No. 24, O. of Ry. C.

At a regular meeting of St. Albans Division No. 24, O. of R. C., the following preamble and resolutions were presented and adopted:

WHEREAS: The Almighty God has seen fit to remove from earth by death's resistless hand, a beloved and only child of our worthy brother, William Hoy and his estimable wife, therefore, be it

Resolved, That we, the members of St. Albans Division No. 24, extend to brother Hoy and family in this sad hour of their affliction, our most hearty sympathies in the loss of their only child, knowing that the Almighty God that ruleth and knoweth all things, "Doeth all things well."

Resolved, That a copy of these resolutions of our sympathies be presented to brother Hoy and family in their sad bereavement, and refer them to the words of our Savior who said, "Suffer little children to come unto me and forbid them not, for their's is the kingdom of Heaven," believing the afflicted parents will find much consolation in these words.

Resolved, That a copy of these resolutions be sent to the editor of the Conductors' Monthly to be published therein.

R. H. McKIM, S. and T,

JOSEPH YOUNG, }
F. F. YOUNG, } Committee.
M. DOWNEY, }

ST. PAUL, 1884.

Died of Bright's disease, at Toyah, Texas, on the 15th day of April, 1884, brother N. K. Grose, in the 37th year of his age. Brother Grose was a highly respected conductor on Rio Grand division of Tex. and Pac. Ry., and in absence of relatives was kindly cared for by fraternal brothers and true friends. He alluded to a brother and sister who once lived in Albany, Ind., but of whose present whereabouts he knew nothing. As death approached his only request was that his remains be interred at Fort Worth, Texas, (O. R. C. officiating,) which was duly complied with. At a regular meeting Evergreen division No. 57, O. R. C., at Fort Worth, April 20th, 1884, the following resolutions were unanimously adopted :

WHEREAS : The all-wise Grand C. C. of the universe, who doeth all things well, has deemed advisable to call hence, thus wresting from our midst, our beloved brother, N. K. Grose ; and

WHEREAS : We desire justly a fitting recognition in memory of his many virtues ; therefore be it

Resolved, By Evergreen division O. R. C., That while we humbly bow in submission to Thy will, we deeply mourn the loss of our esteemed brother and co-laborer.

Resolved, That in the death of our worthy brother the O. R. C. has surrendered unto the Most High a just and noble man, whose daily walk through life was an example worthy of emulation. In the call for charity one ever ready with open hand and heart to relieve the needy and distressed and speak words of wise counsel to an erring brother.

Resolved, That as Mr. and Mrs. C. M. Fields, in the absence of relatives, kept constant watch and kindly administered during the illness and last moments of our esteemed brother, for which we extend our sincerest thanks and provide them with a copy of these resolutions.

Resolved, In testimony of the love borne our departed brother, That the charter of Evergreen division be draped in mourning for the space of thirty days.

" Happier in this than all
That now thy race is run,
Upon thy name no stain may fall
Thy work has been well done."

Resolved, That the foregoing be spread upon the division records and a copy transmitted to appear in the columns of the Railway Conductors' Monthly.

W. R. BELL,
A. M. HASKELL, } Committee.
M. E. MCCARTHY. }

—Conductor Ed. Corwin and wife are bowed with sorrow over the death of their little daughter Nanny, which occurred this morning at half-past six o'clock, of dropsy, after an illness of three months. Mr. Corwin, who was with Manager Potter in Denver, was summoned home a few days ago, and found the little sufferer beyond the aid of human skill. Nanny was five years of age, and a child of winsome ways and a disposition that endeared her not only to her disconsolate parents but to all who knew her. Her death is a heavy blow to the parents, who idolized their little treasure. The most sincere sympathy of many goes to the bereaved parents. The funeral was held from the residence 415 Elm street, Friday afternoon.—*Burlington Hawkeye.*

OFFICIAL DEPARTMENT.

OFFICIAL CIRCULAR No. 4.

OFFICE OF GRAND CHIEF CONDUCTOR, }
June 1st, 1884. }

To all Divisions:

Your attention is hereby called to the fact that the Monthly is the official organ of the Order, and that all official notices, orders, and circulars are published therein. This being the case, it is necessary that each division should have it on file in the division for reference. All divisions that have not done so, will please order from our Grand Secretary one copy of said monthly at once, to be kept in the division for reference, and each Chief Conductor and Secretary are hereby directed to secure the reading of all official notices and circulars in their respective divisions at the first meeting after their receipt. This is important, as to my personal knowledge some of our divisions have not read an official circular in their divisions since January 1st. The Grand Officers are thereby debarred from reaching the members of the order except those who take the Monthly. All such subscriptions will be made to commence with the April number if possible.

Truly yours in P. F.,

C. S. WHEATON, G. C. C.

HALL OF ARNUM DIVISION No. 27.

To the Officers and Members of all Divisions, O. R. C.:

You are hereby invited to attend a Special Meeting of Arnum Division, No. 27, at their hall, corner James and Rebecca streets, Hamilton, Ontario, on Monday, June 2d, 1884, at 8 P. M. Grand Chief Conductor C. S. Wheaton, will be present and be assisted in the exemplification of the work by other Grand Officers. We request the attendance of as many brothers from your division as can make it convenient to attend.

Headquarters at St. Nicholas Hotel, opposite the hall.

JAS. OGILVIE, Sec'y.

A. CAMERON, C. C.

HALL OF ST. LOUIS DIVISION, No. 3, O. R. C., }
St. Louis, Mo., April 17th, 1884. }

St. Louis division, No. 3, extends a cordial invitation to all brothers of the order to meet with them on Sunday, June 22d, 1884, at 2 o'clock P. M., at their hall, 700 North Fifth street, St. Louis, Mo. While we always gladly welcome visiting brothers to any of our meetings, we especially request as many brothers as can conveniently do so to meet with us on this particular date. Assuring them we will endeavor to make their stay with us both profitable and pleasant. By order division.

M. L. FREEMAN, Sec'y.

L. P. MARTIN, C. C.

CIRCULAR NO. 2.

OFFICE OF INSURANCE COMMITTEE.

Brothers: We desire to congratulate you all upon the splendid success we are attaining in this branch of our Order. We now have 720 members and it will increase over 100 in June, and three times that if you will only take hold of it. Can't you, wont you do it? The attention of Division Secretaries is respectfully called to the fact that these circulars should be read before your respective divisions as soon as you receive them, and that due diligence is exercised in soliciting members. We suggest that each Chief Conductor appoint a solicitor on each division of a railroad represented in his division and have them work. We must put this to at least 1,200 by October 1st. Each division secretary will please notify brother E. O. Soule, secretary of the committee, of the compliance with the above recommendation by the Chief Conductor of his division. Brothers, the Order of Railway Conductors can, if they will, have a grand Insurance; wont each one of you help?

Yours in P. F.,

C. S. WHEATON,

C. A. MILLARD,

E. O. SOULE.

RAILWAY CONDUCTORS MONTHLY.

CIRCULAR NO. 8.

BROTHERS : The following are reported :—

Reinstated—By Division No. 45, May 1st, W. H. Weaver.

Suspended—By Division No. 32, April 24th, J. J. Kelso, for intemperance.

By Division No. 56, May 5th, Levi Lee, for non-payment of dues.

By Division No. 87, May 4th, Dan. Donahue, for violating obligation of office as Secretary and Treasurer.

Expelled—By Division No. 64, April 6th, J. S. Gillespie, for adultery and wife desertion.

Look out for the following cards :—No. 204, issued January 23d to G. B. Campbell, of Division No. 54, lost ; No. 295, issued February 1st to E. Conarty, Division No. 40, stolen ; No. 1094, issued April 17th to A. Allen, of Division No. 15, is lost ; No. 1058, issued to C. L. Coats, April 15th, of Division No. 19, lost. If any of the above are presented take them up and return to me.

Eleven members of the Insurance Association have forfeited their certificates by not paying Assessmen No. 25 for the death of brother Ferdinand Linz, for which notice was issued January 15th. This leaves seven hundred and twenty (720) members in the Association, of whom forty-three (43) are delinquent for Assesments Nos. 26 and 27, notice dated March 1st ; these members have until June 30th to reinstate themselves by paying the assessments and furnishing a certificate that they are in good health, signed by three members of the order.

Yours truly in P. F.,

WM. P. DANIELS.

CLEVELAND, O., May 12, 1884.

To all Divisions O. R. C.: At the last regular meeting of Cleveland Division No. 14, it was ordered that the subscription list for the widow of our late brother, E. J. Clark, be closed on July 1st, 1884, and that the secretary notify all divisions through our Monthly. Therefore, let the above be notification to all divisions that the same closes on July 1st, 1884. First meeting of Division No. 14 in July occurs on the 13th of the month. All who have not and intend to communicate with us please do so on or before that date.

Amount received for Mrs. Clark to date is \$644.50.

FRANK A. BUNNELL, Sec'y.

Tioga and Elmira State Line Railroad.

Arrangement of Passenger Trains, July 15, 1883.

GOING NORTH.			GOING SOUTH.			GOING NORTH.			GOING SOUTH.				
6	4	2	STATIONS.	1	3	5	6	4	2	STATIONS.	1	3	5
Acc.	Mall.	Ex.		Mall.	Ex.	Acc.	Acc.	Mall.	Ex.		Mall.	Ex.	Acc.
P. M.	P. M.	A. M.		A. M.	P. M.	A. M.	A. M.	P. M.	A. M.		A. M.	P. M.	A. M.
5 25	8 45	8 55	Ar. Elmira Dp.	9 40	5 40	6 15	2 40	7 06	7 19	Tioga Junction	11 10	7 29	9 08
5 15	8 40	8 50	Erie Junction	9 45	5 45	6 30	8 35	7 08	7 15	Mitchells	11 18	7 32	9 13
5 06	8 30	8 40	S. L. Junction	9 54	5 55	6 40	2 30	7 00	7 12	Old Station	11 16	7 35	9 18
4 50	8 20	8 30	Wells	10 06	6 06	6 55	2 25	6 55	7 08	Tioga	11 22	7 40	9 27
4 42	8 16	8 26	Seeley Creek	10 08	6 10	7 03	2 07	6 49	7 03	Berry's Bridge	11 25	7 43	9 42
4 34	8 11	8 22	State Line	10 12	6 15	7 10	2 15	6 45	6 59	Mill Creek	11 30	7 48	9 53
4 25	8 05	8 16	Millerton	10 17	6 20	7 25	1 52	6 40	6 54	Lamb's Creek	11 38	7 56	10 10
4 12	7 58	8 09	Trowbridge	10 24	6 27	7 40	1 40	6 27	6 34	Mansfield	11 50	8 06	10 55
4 00	7 52	8 08	Summit	10 30	6 33	8 16	1 30	6 20	6 28	Canoe Camp	11 55	8 10	11 65
3 55	7 43	7 55	Thompson's	10 38	6 41	8 30	1 10	6 13	6 28	Covington	12 03	8 17	11 15
3 50	7 35	7 46	Tioga Junction	10 46	6 50	8 34	12 40	6 00	6 15	Dp. Bloesburg Ar	12 15	8 30	11 35
3 15	7 32	7 43	Somers Lane	10 49	6 53	8 42	12 00	5 10	5 10	Ar. bloesburg Dp	1 00	8 30	
3 06	7 25	7 35	Ar. Lawville Ar	10 55	7 05	8 42	11 30	4 50	5 55	Arnot	1 25	8 50	
2 55	7 20	7 29	Dp. Lawville Dp	11 00	7 10	9 08	11 00	4 20	5 40	Landrus	1 50	9 10	
2 45	7 09	7 22	Somers Lane	11 07	7 26		10 40	4 05	5 30	Stone's Mill	2 10	9 25	
							10 30	3 50	5 23	Turner's	2 20	9 35	
							10 20	3 45	5 20	Dn Hoytville Ar	2 25	9 40	

Additional trains for Hoytville leave Bloesburg at 6:15 A. M.

Train 2 connects at Elmira with N. C. train south, arriving at Williamsport 12:16 noon. Train leaving Williamsport 3 P. M. and arriving at State Line Junction 5:30 P. M. connects with train 3 going south. Train 3 also connects with Monitor going east and L. V. train south at 9 A. M.

All trains connect with the Corning, Cowanesque & Antrim Railway at Lawrenceville.

C. C. DRAKE, Gen. Pass. Agt.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 53, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1431 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELENAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meets 2d Sunday in each month at 10:30 a. m., cor. Milwaukee ave. and Green-st.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets 2d and 4th Mondays in each month at 7:30 p. m., in Stendt's Hall, over 198 East Seneca street, Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., L. P. Martin, 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., Frank M. Sanders, Box 87, Marshalltown, Ia. Meets first and third Sundays in each month at 2:00 p. m.
- Collins Div. No. 5, Baltimore, Md.** C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets 1st and 3d Monday of each month at 9:30 a. m., and 2nd and 4th Saturday at 8 p. m. during summer, and 7:30 p. m. in winter, Knapp's hall, Holiday-st, opposite City hall.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Sunday at 2:00 p. m., in K. of P. room, Castle Hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 184 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fanin-st.
- Rochester Div. No. 8, Avon, N. Y.** C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 3 p. m. in I. O. O. F. Temple, Water street.
- Southern Tier Div. No. 10, Waverly, N.Y.** C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., J. C. Weeks, Emporia, Kansas; Sec.—Emporia, Kansas. Meets in Masonic Temple 1st and 3d Sunday in each month at 2 p. m., at S. E. corner 5th ave. and Merchants st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., W. S. Dunn, Scranton, Pa.; Sec., P. J. Duffy, 1602 Price street, Scranton, Pa. West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.
- Union Div. No. 13, St. Thomas, Ont.** C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 265. Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thiemann, 204 Taylor street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month, at 2 p. m., in Hall over 1st National Bank, 127 Superior-st, Cleveland, O.
- Stratford Div. No. 15, Stratford, Ont.** C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.
- London Div. No. 16, London, Ont.** C. C., John Turnbull, 514, York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Stracham ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.
- Three States Div. No. 18, Cairo, Ills.** C. C., W. H. Gehman, box 252, Mt. Carmel; Sec., J. H. Decker, box 253, Mt. Carmel, Ills. Meets every Sunday at 8 p. m., corner 6th and Commercial ave.
- Daniels Div. No. 19, Elkhart, Ind.** C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 8 p. m., Old Masonic hall, Main-st.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230, Collinwood, Ohio; Sec., M. N. Hyde, box 180, Collinwood, Ohio. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1883.
- Creston Div. No. 21, Creston, Ia.** C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Iowa.** C. C., W. E. Gorman, Mason City, Ia.;

RAILWAY CONDUCTORS' MONTHLY.

- Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.
- Sylvania Div. No. 23, Ottawissa, Pa.**
C. C., Joseph H. Martz, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sunday in each month at 1 p. m., News Item hall, Main street.
- St. Albans Div. No. 24, St. Albans, Vt.**
C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.
- Maple City Div. No. 25, Ogdensburg, N. Y.**
C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesday in each month at Goodrich Hall.
- Marford Div. No. 26, Toledo, O.**
C. C., B. F. Gallatin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jonesville, Michigan. Meets 1st Monday in each month at 7:30 p. m., and 3d Sunday at 2:30 p. m., on 3rd floor, over No. 241 St. Clair street.
- Arnum Div. No. 27, Hamilton, Ont.**
C. C., A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Monday in each month at 8:00 p. m.
- Carver Div. No. 28, Atchison, Ks.**
C. C., F. B. Gove, Box 822, Atchison Kansas.; sec., H. E. Waldron, 608 Spring st. Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.
- Randolph Div. No. 29, Brockville, Ont.**
C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont. Meets 1st and 3d Monday in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.
- Ozark Div. No. 30, Springfield, Mo.**
C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Monday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.
- Star Div. No. 31, Burlington, Iowa.**
C. C., Wm. C. Cross, box 225, Burlington, Iowa.; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets 1st Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.
- Keystone Div. No. 32, Meadville, Penn.**
C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Thursday at 1 p. m., in K. of P. Hall, Water street.
- Clinton Div. No. 33, Clinton Iowa.**
C. C., Henry Case, Clinton, Iowa.; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sunday in each month at 11 a. m., in B. of L. E. Hall, 4th Street.
- Boone Div. No. 34, Boone, Iowa.**
C. C., E. S. McGee, Boone, Iowa.; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sunday in each month at 11:00 a. m., Story street between 7th and Eighth streets.
- R. Law Division No. 35, North Platte, Neb.**
C. C., A. B. Wyman, North Platte, Neb. sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesday in each month at 2 p. m., I. O. O. F. Hall, Spruce street.
- Arkansas Valley Div. No. 36, South Pueblo, Col.**
C. C., Charles Miliken, Denver, Col.; sec., L. German, La Veta, Colo. Meets 2d Sunday in each month at 7 p. m., I. O. O. F. Hall, Union Ave.
- Delaware Div. No. 37, Phillipsburg, N. J.**
C. C., Jacob H. Jones, Phillipsburg, N. J.; sec., Sam Phipps, box 519, Phillipsburg, N. J. Meets 1st and 3d Sunday in each month, B and D. Depot building.
- Des Moines Div. No. 38, Des Moines, Iowa.**
C. C., Wm. H. Given, Des Moines, Iowa.; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.
- Hannibal Div. No. 39, Hannibal, Mo.**
C. C., W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 312 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sunday in each month, hall on Broadway.
- St. Paul and Minneapolis Div. No. 40, St. Paul, Minn.**
C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., Fred L. Chase, P. O. Box 2465, St. Paul, Minnesota.—Meets 1st and 3d Sunday in each month at 371 Jackson street.
- Stanchfield Div. No. 41, Chicago Ill.**
C. C., C. Carnahan, 443 51st St., Chicago, Ills.; sec., E. J. Denis, 355 47th st. Chicago Ill. Meets 1st and 3rd Monday of each month at 2 p. m., B. of L. E. Hall, 5042 State street.
- Trenton Div. No. 42, Trenton, Mo.**
C. C., E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sunday in each month at 4:30 p. m., corner Water and Elm streets.
- Central Div. No. 43, East Syracuse, C.**
C. C., Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, No. 1 Niagara St., Syracuse, N. Y. Meets every Sunday at 8:00 p. m., in A. O. U. W. Hall, Manlius street, East Syracuse, N. Y.
- Denver Div. No. 44, Denver Col.**
C. C., G. W. Dwinelle, 622 Lawrence st., Denver, Colo.; sec., A. Wilder, Room C., Union Depot, Denver, Colo. Meets 2d and 4th Sunday in each month at 511½ Larimer street.
- Chapman Div. No. 45, Oneonta, N. Y.**
C. C., R. A. Meade, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st and 3d Sunday of each month at 6:30 p. m., I. O. O. F. Hall.
- Milwaukee Div. No. 46, Milwaukee, Wis.**
C. C., Wm. J. Durbun, 720 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Milwaukee, Wis. Meets 1st and 3d Sunday in each month at 2 o'clock p. m. at 296 West Water street.
- North Star Div. No. 47, Winnipeg, Man.**
C. C., Thos. R. Simpson, care C. P. R'y., Winnipeg, Man.; sec., R. T. Young, No. 1 Gladstone st., Winnipeg, Man. Meets 2d Tuesday and 3rd Friday in each month at 7:30 p. m., hall on corner Main and Common sts.
- International Div. No. 48, Detroit, Mich.**
C. C., John F. Ryan, D. G. H. & M. R'y. Detroit, Mich.; sec., James Anderson, box 537, Windsor, Ont. Meets every Friday at 7:00 p. m.
- Moberly Div. No. 49, Moberly, Mo.**
C. C., J. J. Loneragan, Moberly, Mo.; sec., Seth Palmer, box 1339, Moberly, Mo. Meets 1st and 3d Sunday and 2d and 4th Wednesday in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.
- Hartford Div. No. 50, Hartford, Conn.**
C. C., Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn.
- Royal Div. No. 51, Longview, Texas.**
C. C., A. N. Smith, Longview Texas.; sec., George Clark, Longview, Texas. Meets 1st and 3d Sunday at 8 p. m., Lodge Building, Longview, Tex.
- Neverlank Div. No. 52, Port Jervis, N. Y.**
C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.
- Lone Star Div. No. 53, Denison, Texas.**
C. C., Wm. Moon, Denison, Texas.; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sunday in each month, I. O. O. F. Hall, Main street.
- New York City Div. No. 54, New York City, N. Y.**
C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City.; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d

RAILWAY CONDUCTORS' MONTHLY.

- and 4th Monday in each month at 12:30 p. m., 800 Eighth avenue.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 13th street, Kansas City, Mo.; sec., A. T. Sholes, box 74, Wyandotte, Kansas. Meets 2d and 4th Sunday in each month at 2:00 p. m., 1215 West 9th street.
- Priest Div. No. 56, Albany, N. Y.** C. C., Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meet 1st and 3d Monday at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, Fort Worth, Texas.; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sunday in each month in K. P. hall, Main street, between 2d and 3d.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., John C. Fox, Cedar Rapids, Iowa.; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st and 3d Sunday in each month, 10:00 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. C. Hale, 1,914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia Mo.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sunday in each month, Hammond building, op. C. M. & S. P. R'y Depot.
- Leffett Div. No. 62, Bucyrus, Ohio.** C. C., W. D. Burr, Bucyrus, Ohio.; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sunday in each month, in Malie and Deal's block.
- Thurbar Div. No. 63, North McGregor, Iowa.** C. C., Wm. P. Hancock, North McGregor, Iowa.; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sunday in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C., James Donlin, 80 West 13th street., Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C., John W. Malloy, Nickerson, Kansas.; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meet 1st and 3d Sundays in each month. 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickabaugh, Keokuk, Iowa.; sec. W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sunday in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa.; sec., Frank Sheridan, 114 Seventh street., Dubuque, Iowa.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., W. Simons, Barraboo, Wis.; sec., Charles A. Ballard, Baraboo, Wis. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d street, third door west of post-office.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening in I. O. O. F. Hall.
- Montezuma Div. No. 70., Las Vegas, N. M.** C. C., J. A. Wisner, Las Vegas, New Mexico.; sec., A. P. Gatchell, Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m. K. of P. Hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York.; sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Friday in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillon, Fargo, Dakota.; sec., Curtis H. Baker, box 734, Fargo, Dakota. Meets 2d and 4th Sunday of each month at 3:30 p. m., in Masonic Hall, Fargo, D. T.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C., Robert Bycraft, Box 581 Asthabula, Ohio.; sec., J. W. VanEpps, Asthabula, Ohio. Meets 2d and 4th Sundays in each month at 9:30 a. m., in G. A. R. hall, Main street, Asthabula, O.
- Henwood Div. No. 74, Decatur, Ill.** C. C., Geo. W. Webb, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill. Meets 1st and 3d Sundays in each month, at 2:00 p. m., in K. P. hall, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C., J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., J. H. White, 704 Austin ave. A. C. C. C. Spangler, San Antonio, Texas; sec., B. Sinclair. Meets 1st and 3d Sunday of each month 10 a. m. in Odd Fellow's hall, San Antonio, Texas
- Palestine Div. No. 77, Palestine, Texas.** C. C., J. D. Smullen, box 65, Palestine, Texas; sec., W. J. Neville, Palestine, Texas. Send all communications to Bro. Smullen until further notice. Meets every Thursday at 8:30 p. m., in B. L. E. hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., J. M. Babcock, Savanna, Ill.; sec., C. Westcott, Savanna, Ill. Meets 2d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill. Meets 2d and 4th Sunday in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton streets.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., Samuel F. Keller, Harrisburg, Penn.; sec. W. S. Hemperley, P. R. R. Ticket Register's office, Harrisburg, Penn.
- Friendship Div. 81, Beardstown, Ill.** C. C., B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C., C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sunday in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., E. H. Belknap, Galesburg, Ill. sec.; Maurice Flinn, 22 W. Knox Street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Perry, Iowa.; sec., Chas. W. Lackey, p. o. box 830, Perry, Iowa. Meets 2d and 4th Sunday of each month at 2 p. m.
- Aztec Div. No. 85, Peach Springs, Arizona Territory.** C. C., J. F. Wood, Peach Springs, Arizona Territory.; sec., L. W. Roberts, Peach Springs, Arizona Territory. Meets first and third Sunday in each month, at 2 o'clock, p. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich. Meets 2d and 4th Sunday of each month in Odd Fellows' hall. Wm. Gibson agent for "Monthly."
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C., George H. Thomas, Bloomington, Ill.; sec. and treas., J. C. Rees, 923 West Washington street, Bloomington, Ill.
- DeRies Div. No. 88, River DuLoup, P. Q.** C. C., John Barry, Box 26, South Quebec, P. Q.; Sec. A. Moreau, Box 26, South Quebec, P. Q.
- Monon, Div. No. 89, Louisville, Ky.** C. C., George Guess, New Albany, Ind.; sec., S. F. Randall 909 East Jefferson Street, Louisville, Ky.
- Waseca Div. No. 90, Waseca, Minn.** C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., C. T. Moore, The Dalles, Oregon; sec., W. O. Mohler, The Dalles, Oregon.

RAILWAY CONDUCTORS' MONTHLY.

Terre Haute Div. No. 92, Terre Haute, Ind. C. C., Geo. Likert, 429 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets every Monday afternoon at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.

Sioux City, Div. No. 93, Sioux City, Iowa. C. C., John Shipman, Sioux City, Iowa; sec., Wm. H. Monty, St. Paul, Minn.

Altoona Div. No. 94, Altoona, Wis. C. C., Frank Briggs, Altoona, Wis.; Sec. and Treas., C. B. Gilbert, No. 1215 6th st., South Minneapolis, Mo. Meets 1st and 3d Sunday in each month.

Harvey Div. No. 95, Red Cloud, Neb. C. C., P. H. Lyman, 608 North Sixth st., Atchison, Kansas; sec. and treas., C. C. Sage, lock box 732, Atchison, Kansas. Meetings, alternate Sundays at 1:00 p. m., (beginning 1st Sunday in May, 1884) in Masonic Hall, Red Cloud, Neb.

Belknap Div. No. 96, Aurora, Ill. C. C. M. T. Hinkley, Box 1481 Aurora, Ill.; sec., C. D. Rossiter, Box 767 Aurora, Ill. Meets at 3 p. m. 1st and 3d Sunday in each month, at No. 18 S. Broadway.

Roodhouse Div. 97, Roodhouse, Ill. C. C., Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Wimsatt, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st Monday and 3d Sunday in each month at 1 p. m., in I. O. O. F. hall.

Montgomery Div. No. 98, Montgomery, Ala. C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCants, No. 132 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.

Milbank Div. No. 99, Milbank, Dakota. C. C., E. H. Fargo, Milbank, Dakota, sec. Fred Camp, Box 219, Milbank, Dakota, Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sunday in each month.

Hollingsworth Div. No. 100, Columbus, Ohio. C. C., A. Bullman, Exchange Hotel, Columbus, Ohio; sec., H. C. Feltrow, Columbus, Ohio.

Mattoon Div. No. 101, Mattoon, Ill. C. C., M. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 p. m. and 3d Sunday at 1:30 p. m. (of each month), in K. P. hall, Mattoon, Ill.

Oatley Div. No. 102, Grand Rapids, Mich. C. C., Geo. Higgins; S. & T., C. M. Letts. Meets every Tuesday at 7:30 p. m., at No. 4 Canal-st., (3d floor), Grand Rapids, Mich.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C., Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Leller, Bates House, Indianapolis, Ind. Residence 545 Court st., Cincinnati, O. Meets every Thursday at 1 p. m., in Elk's hall, N. E. cor. Illinois & Washington sts., Indianapolis, Ind.

Millard Div. No. 104, Middletown, Orange Co., N. Y. C. C., J. E. Brazee, Middletown, Orange Co., N. Y.; S. & T., D. D. Brink, Pine Bush, Orange Co., N. Y. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, Armstrong & Lyons's block, Middletown N. Y.

Ogilvie Div. No. 105, Meridian, Miss. C. C., Mack Lawrence, Meridian, Miss.; S. & T., R. E. Harris, Meridian, Miss.

Rock Island Div. No. 106, Rock Island, Ill. C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, Rock Island, Ill. Meet in Engineer's hall, 1st Monday at 7:30 p. m., 3d Sunday at 2 p. m. (of each month).

Queen City Div. No. 107, Cincinnati, O. C. C., Frank E. Matlack, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 33 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth streets, Cincinnati, O.

Crescent City Div. No. 108, New Orleans, La. C. C., L. Humphrey, care of L. & N. Ry., New Orleans, La.; S. & T., J. A. Holden, 505 Chartres st., New Orleans, La. Meet 1st and 3d Sundays in each month.

Crawford Div. No. 109, Gallon, O. C. C., L. McBain, S. & T., C. Pfeffer, lock box 80 Gallon, Ohio.

Logan Div. No. 110, Logansport, Ind. C. C., E. W. Alexander, box 545 Logansport, Ind.; S. & T., Geo. Early, box 191, Logansport, Ind. Meets 2d & 4th Saturday each month at 7:30 p. m.

Los Angeles Div. No. 111 Los Angeles, Cal. C. C., O. S. Putnam; S. & T., A. Merfield, Los Angeles, Cal.

Centralla Div. No. 112, Centralla, Ill. C. C., T. J. Wright, box 419; S. & T., J. L. Davis, box 297, Centralla, Ill.

Bower City Div. No. 113 Janesville, Wis. C. C., C. C. Jacks, Janesville, Wis.; S. & T. and Cor. Sec'y C. H. Mahoney, Janesville, Wis. Meets at 10 a. m. on 2d and 4th Sunday in each month.

P. B. Hawkins Div. No. 114, Pittsburgh, Pa. C. C., A. A. Connor, Union Depot, Pittsburgh, Pa.; S. & T., G. E. Vance, 1100 13th avenue, Altoona, Pa.

Elcapitan Div. No. 115, San Francisco, Cal. C. C., A. A. Tyler; sec., E. McCarthy, San Francisco, Cal.

Yosemite Div. No. 116, Tulare, Cal. C. C., E. C. Snaver, Tulare, Cal.; sec., A. T. Curtice, Lathrop, Cal.

Friendly Hand Div. No. 117, Andrews, Ind. C. C., G. A. Martin, Andrews, Ind.; S. & T., B. F. Hayes, Andrews, Ind.

Danville Div. No. 118, Danville, Ill. C. C., Merritt Kent, box 115, Danville, Ill.; S. & T., A. A. Bowman, box 363, Danville, Ill. Cor. Sec'y, Geo. Burt. Meets at 2 p. m. on 2d and 4th Sunday of each month.

Wayne Div. No. 119, Ft. Wayne, Ind. C. C., J. C. W. Long, 20 William st., Fort Wayne, Ind.; S. & T., Ed. Erickson, 68 Charles street, Ft. Wayne, Ind.

Atlantic Div. No. 120, Huntington, Ind. C. C., A. R. Varnes, Huntington, Ind.; S. & T., H. W. Kerr, Huntington, Ind.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.

SENECA LAKE. AUTUMN ARRANGEMENT.

Takes Effect Monday, Sept. 24, 1883.

TWO TRIPS DAILY, EXCEPT SUNDAYS.

AFTERNOON BOAT.

Leave Watkins.....	1:00 P. M.
Glenora.....	1:40 "
North Hector.....	2:00 "
Lodi.....	2:30 "
Long Point.....	2:45 "
Ovid—Willard.....	3:00 "
Dey's.....	3:30 "
Arrive at Geneva.....	4:30 "

MORNING BOAT.

Leave Geneva.....	7:47 A. M.
Dey's.....	8:35 "
Ovid—Willard.....	9:05 "
Long Point.....	9:20 "
Lodi.....	10:35 "
North Hector.....	10:50 "
Glenora.....	10:55 "
Arrive at Watkins.....	1:10 "

Boat leaving Geneva at 7:47 a. m. and Watkins 1:00 p. m. carries U. S. Mail and Express.

W. B. DUNNING, Supt., Geneva, N. Y.

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Reference C. S. Wheaton, Editor.

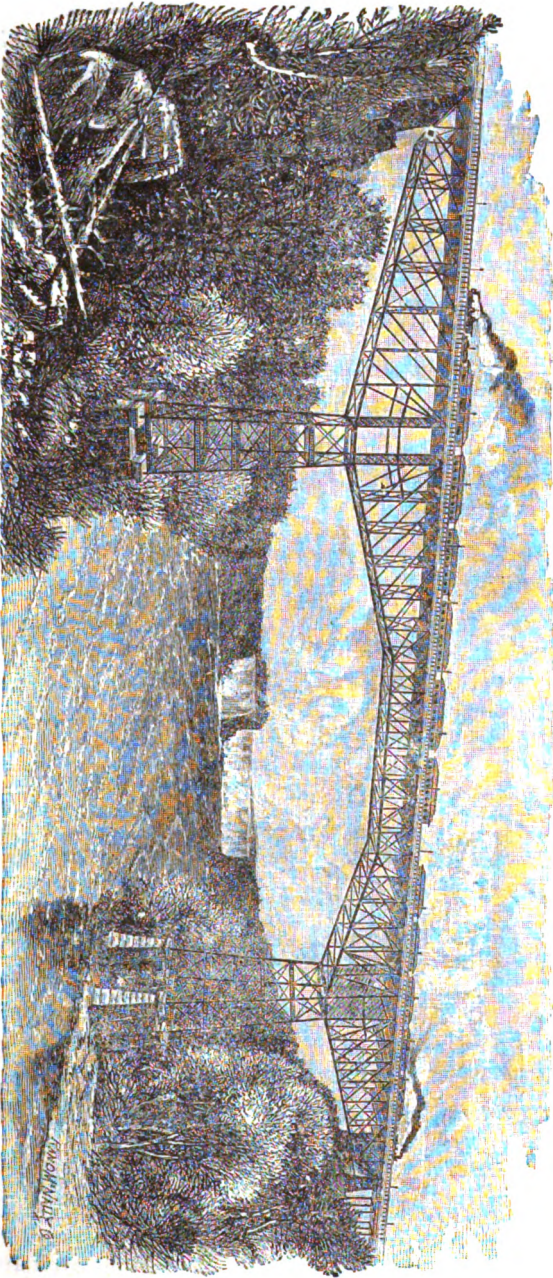
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Chicago, Milwaukee, Ortonville, Aberdeen and Ellendale
Chicago, Milwaukee, Eau Claire and Stillwater
Chicago, Milwaukee, Wausau and Merrill
Chicago, Milwaukee, Beaver Dam, Fond du Lac and Oshkosh
Chicago, Milwaukee, Waukesha and Oconomowoc
Chicago, Milwaukee, Madison and Prairie du Chien
Chicago, Milwaukee, Owatonna, Mankato and Faribault
Chicago, Beloit, Janesville and Mineral Point
Chicago, Elgin, Rockford and Dubuque
Chicago, Clinton, Rock Island, Cedar Rapids and Tama
Chicago, Des Moines, Council Bluffs and Omaha
Chicago, Canton, Sioux City, Sioux Falls and Yankton
Chicago, Milwaukee, Albert Lea and Southern Minnesota Points
Chicago, Milwaukee, Mason City, Mitchell and Chamberlain
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Davenport, Calmar, St Paul and Minneapolis
Milwaukee, Racine, Beloit, Freeport and Rock Island
Mitchell, Wolsey, Ashton and Aberdeen (Jim River Valley Line.)

Pullman Sleepers and the *Finest Dining Cars* in the world are run on the main lines of the **CHICAGO, MILWAUKEE & ST. PAUL RAILWAY**, and every attention is paid to passengers by courteous employees of the Company.

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Gen'l Manager.

J. T. Clark,
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A. V. H. Carpenter,
Gen'l Pass. Agent,

Geo. H. Heafford,
Ass't Gen'l Pass. Agt.



The United States Fast Mail Route:

—AND—

SHORT LINE,

—FROM—

CHICAGO AND MILWAUKEE,

—TO—

Fond du Lac, Oshkosh, Neenah, Menasha, Stevens Point, Chippewa Falls, Eau Claire and Ashland.

LAKE SUPERIOR

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PARLOR CARS

ON ALL DAY TRAINS, AND

NEW & ELEGANT SLEEPERS

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GRAND RAPIDS, WAUSAU, MERRILL,

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In search of a new home, where he can secure better returns for his labor, should remember that the Southwest System is the most direct route to Arkansas, Texas, Kansas, Nebraska, and all points South, West and Northwest, and that round-trip land-explorers' tickets at very low rates are always on sale at the ticket offices. Descriptive advertising matter of Arkansas and Texas sent free to all applicants by addressing the General Passenger Agent.

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Will find this the most convenient route to all of the noted health resorts of Illinois, Missouri, Arkansas and Texas, and that the extensive through car system and superior accommodations of this popular line will add greatly to his comfort while en route. Pamphlets descriptive of the many celebrated mineral springs of the West and South sent free on application.

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Can get the information necessary to secure safe and profitable investments in agriculture, stock-raising, mining, lumbering, or any of the many inviting fields throughout the South and West, by addressing the undersigned.

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For further information and to secure accommodations in Through Cars, apply to

New York.—H. B. McCLELLAN, Gen. Eastern Passenger Agent, 243 Broadway.

J. P. McCANN, Traveling Passenger Agent, 243 Broadway.

Utica, N. Y.—J. J. FOWLER, Eastern Passenger Agent.

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A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RY

By the central position of its line, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchison, Minneapolis and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of Most Comfortable and Beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Prettiest Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Missouri River Points. Two Trains between Chicago and Minneapolis and St. Paul, via the Famous "ALBERT LEA ROUTE."

A New and Direct Line, via Seneca and Kankakee, has recently been opened between Richmond, Norfolk, Newport News, Chattanooga, Atlanta, Augusta, Nashville, Louisville, Lexington, Cincinnati, Indianapolis and Lafayette, and Omaha, Minneapolis and St. Paul and intermediate points.

All Through Passengers Travel on Fast Express Trains.

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For detailed information, get the Maps and Folders of the

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At your nearest Ticket Office, or address

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BY ALL ODDS

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Best Equipped Railroad IN THE WORLD.

Let it be forever remembered that the

Chicago and North-Western RAILWAY

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to or from

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It also operates the best route and the short line between

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Milwaukee, La Crosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatona, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Iowa. Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the numerous points of superiority enjoyed by the patrons of this road are its

DAY COACHES,

which are the finest that human art and ingenuity can create. Its **PALATIAL SLEEPING CARS**, which are models of comfort and elegance: its **PALACE DRAWING-ROOM CARS**, which are unsurpassed by any; and its widely celebrated

NORTH-WESTERN DINING CARS,

the like of which are not run by any other road anywhere. In short, it is asserted that IT IS THE BEST EQUIPPED ROAD IN THE WORLD.

All points of interest North, North-west and West of Chicago, business centres, summer resorts and noted hunting and fishing grounds are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over four hundred passenger conductors constantly caring for its millions of patrons.

Ask your ticket agent for tickets via this route. And

TAKE NONE OTHER.

All leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by the poorly equipped roads.

For maps, descriptive circulars and summer resort papers, or other information not obtainable at your local ticket office, write to the

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C. A. FFEES, 737 Broadway, New York.

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TAKE THE

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By the elegance of its equipment and its perfect roadbed

FOUR EXPRESS TRAINS DAILY!

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ELEGANT PULLMAN COACHES!

NO CHANGE OF CARS BETWEEN NEW YORK, CLEVELAND, CHICAGO, CINCINNATI or ST. LOUIS. NO EXTRA CHARGE FOR FAST TIME.

For full information apply at any of the offices on the line of the road, at the offices of the N. Y. Penn. & Ohio Railroad, and at offices of all connecting lines, asking for tickets via **Erie Railroad.**

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GREAT THROUGH ROUTE BETWEEN THE EAST AND WEST

No Change of Cars between

New York, Cleveland, Chicago, Cincinnati or St. Louis!

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EACH WAY DAILY,

With Pullman Palace Sleeping Coaches, Pullman Hotel Coaches, New English Buffet Cars, and Elegant Day Coaches.

ONLY 20 HOURS	BETWEEN NEW YORK AND	CLEVELAND,
26 HOURS		CINCINNATI,
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BY TAKING THE NEW LIMITED TRAIN, WITHOUT EXTRA CHARGE.

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J. M. FERRIS, Gen'l Sup't.

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SOLID THROUGH TRAINS,

THE FINEST EVER BUILT RUN DAILY,

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Between New York & Chicago Without Change.

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RAILWAY CONDUCTORS' MONTHLY.

*For Comfort, Safety and Scenery choose in traveling East
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CENTRAL VERMONT R. R.

Which Forms in Connection with the

GRAND TRUNK RAILWAY

—THE—

Old and Favorite New England Route

To and from all Points West.

The Rolling Stock and Equipment of the CENTRAL VERMONT R. R. is second to no road in this country. It is the only line running

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Between Chicago and Boston Without Change,

And solid trains of elegant Coaches and Baggage Cars,

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Steel Rails, Iron Bridges, with Westinghouse Automatic Brake, Miller Platform, Coupler and Buffer on every train, assure safety while passing swiftly through Mountain, Lake and River Scenery of the most beautiful and varied description.

The Train Service of this Road is so arranged that sure connections are made with the Grand Trunk Railway, and with Railroads in New England to and from all the principal cities, villages and towns in

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Gold Enamelled, - \$1.50 each



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C. G. BRAXMAR,

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Manufacturer of every description of Badges and Medals.

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MENUE CARDS, LETTER HEADS AND SILK & SATIN BADGES.

53 South St. Paul Street,

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Send stamp for specimen O. R. C. Cards. Trade Supplied. Correspondence Invited.

Lehigh Valley R. R.

Double Track!

Steel Rails!

3 EXPRESS TRAINS DAILY 3

—FROM—

Buffalo and Suspension Bridge to New York and Philadelphia!

AND ALL POINTS EAST.

Pullman's Celebrated Palace Cars run on all Express Trains!

This Popular Line Runs Through **AMERICA'S GRANDEST SCENERY.**

Embracing the fertile farming country of the

SUSQUEHANNA VALLEY,

The Wild and Rugged Mountain Scenery of the Wyoming Valley, and the busy Anthracite Coal and Iron Regions of the Lehigh Valley, ANTHRACITE COAL IS USED ENTIRELY, thus avoiding the dense volumes of smoke that so terribly annoy passengers on lines using Bituminous Coal.

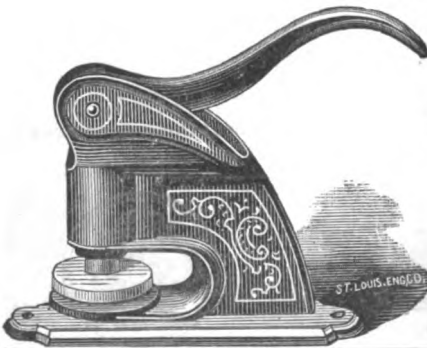
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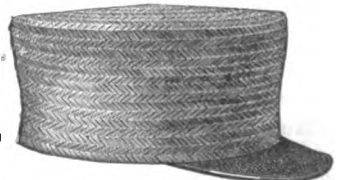
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— THE —
RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., July 1, 1884.

No. 7.

AN EDITOR'S TRIALS.

[The following "Editor's Trials" is taken from an old scrap book, made up years ago. We do not know who is responsible for it, but consider it pretty good.—ED. ENTERPRISE.]

How often we think when reading the news,
An editor could please if he chose—
But such a paper as this, why, all must agree,
That a thing of less interest they never did see,
But, sir critic, reflect, ere you make a noise on,
That one man's meat is another man's poison ;
And lest you persist in your steady denials,
We'll give you a few of an editor's trials.

First, a pretty young lady sprightly and fair,
With a paper in hand, waltzes up to a chair,
And hastily glancing o'er all that she saw,
She thrust it aside with a muttered "Pshaw !"

No marriages here
I think it is queer
When there's ever so many
They don't publish any.

Here's poetry,	And battles,
Sketches,	And sieges,
And tales	And law suits
Without ending,	A pending ;

But no pic-nics or concerts, or parties for me,
Such trash upon paper I never did see.

Then a nice young man, with a cane and moustache,
Who certainly thinks he is cutting a dash,
Looks over the list of plays and soirees,
As if vainly trying his fancy to please,

In theatres,	In races,
Circuses,	And chases,
Operas,	And banquets,
Balls	And calls.

And finally wonders what editors mean
In printing a paper not fit to be seen.

Sentimental young lady next picks up the paper,
And reads by the light of a dim burning taper,
And wonders if lines addressed to Miss Rello,
Were not written to her by some clever young fellow,
Was pretty and witty, and learned and wise,
But she stops in alarm at the "dark hazel eyes,"

For her's are blue.
What a pity 'tis true,
And now Mr. Editor,
'Tis all blamed on you—

What speeches,	And lawing,
And sermons,	And jawing,
And news,	And clawing,
By dispatch,	To match ;

But no sketches or tales that I can see—
What kind of a man must this editor be ?

Next a grave politician, who with dignity glows,
Adjusts his spectacles over his nose,
Takes a huge pinch of snuff before he proceeds,
Then opens the paper and leisurely reads,

Of breeches,	Of Senate,
And speeches,	Of house,
And foreign	Of railways,

Reports, And courts ;
And said as he reads the last column of war,
What a strange kind of people these editors are,
These rhymes and these love stories to print,
If 'twould do any good, I would give them a hint.

Now a prim old maid the paper espies,
And holding it carefully off from her eyes,
And frequently muttering "la," and "du tell !"
She manages some way to read very well

The marriages, The robberies,
Accidents, And murders,
Suicides, All in
Deaths, A breath,

And finishing, wonders what sort of a blunder
The whole of the community is under
To support a paper whose print is so small,
She wonders how some people read it at all.

Next an angry contributor eager for fame,
Rushes into the sanctum, to loudly proclaim—
"I'm ruined, sir, ruined—my success, sir, is o'er,
So many mistakes were ne'er heard of before ;
Look here at this "Sonnett address to my Lady"
You've made it 'A Bonnet and dress for a baby ?'
Don't talk of my writing, and say it was that—
You're an editor, sir, but no gent—that is flat."

The farmer complains that his crops are neglected
While so much time is spent in guessing who'll be elected ;
The minister says it should be more sedate,
And not so much wasted in matter of State ;
And thousands of other complaints are made known
Which the editor's back has to bear all alone ;
But the worst of it is that they all join in saying,
Such a paper as this he can print without paying.

SHORT TALKS WITH THE BOYS.

So you want to run out o' nights, eh? Well, my boy, if there is one single habit more than another calculated to bring a lad to evil ways, it is that of running around a village, town or city o' nights. All the bad in human nature begins to bubble as soon as the sun goes down. You wouldn't dream of doing a mean act to your neighbors by daylight, but after dark it seems a good joke to lug off gates, upset outhouses, steal fruit or raise a false alarm of fire. It may seem fun to you, but when you come to sit down and think it over, you can't help but admit that it is small business. Any action of yours which puts anyone else to trouble and expense, may be questioned to your detriment.

Find a murderer, burglar or thief—point out to me the biggest loafer in your town—and I will show you a man who began his career by running out o' nights. I don't say that George Washington or Thomas Jefferson or Abraham Lincoln didn't throw down lumber piles or rob fruit trees at 10 o'clock at night, but if so, they started out just right to become bad men.

Don't I want a boy to have fun? You bet I do! and, by and by, I am going to put you up a dozen different things in that line. But this grabbing your hat after supper and sneaking out over the back fence is a mean piece of business when you come to figure it down. Down on the corner you meet Jim this or Tom that. You go "over town" and are seen hanging around this or that place. You may sit in Smith's grocery and hear a lot of old bald-headed liars spin their yarns and abuse religion, but you go out feeling that you could kick any one of them who dared bow to your mother.

You'd go home and go to bed if it wan't for Jim or Tom. He wants a little "fun" and he drags you into it. What he calls fun is stringing a rope across the sidewalk. It doesn't occur to him that some person may break a limb and be put to several hundred dollars expense, or even be killed outright. He thinks it a cute thing to roll off barrels of salt, barricade the bridge, set an old shed on fire or stop up the chimneys on a widow's house. When you have played such tricks it comes very easy to play others which the law won't look at in the funny light. There is, to-day, in the Michigan state prison a boy whose career I watched for two years. I first saw him prowling around o' nights. He had an honest face and a good heart, but his father had seemingly never been a boy himself. He let this lad go and come as he willed, and within three months the police had to caution him. Inside of six months he belonged to a gang of juvenile thieves. Within two years he was a burglar.

When he stood up in court to receive his five years' sentence women wept to see that one so young had drifted so rapidly to the bad.

What can you do o' nights if you remain home? Scores of things, my boy. In the first place there's the checker board, and in the next place your father wants to sit right down and teach you all he knows about it. Outside of the interest in a chance game, your wits are made the sharper by such struggles. A good checker player will never be a rash business man. This very training makes him cautious in his dealings. There are dozens of good boy-books to be had and your father had better buy you two or three per week than turn you over to the town. There's no end of mechanical tops and toys and games, and if you were my son and wanted to learn the game of euchre I should teach it to you. The fact that cards are used by gamblers is no argument why they shouldn't be used in your home, and the theory that some folks hold to the effect that because you know how to play cards you must drift to a saloon, is the silliest nonsense.

And suppose you learn how to draw or paint? Look at a watch and you will realize that all the wheels and springs and shafts and jewels go to make up a perfect time-piecé. Just so with a man. There are lots of one-wheeled men in this world. They can sell goods, make boots, run an engine or keep a butcher shop, but outside of that thing they are all at sea. It is the handy man who is helping this world along—the man who is full of wheels and springs. Don't be afraid because you have planned to study law, to read up on philosophy and science, to learn how to handle tools, to analyze steam, to post yourself on whatever is worth knowing.

You will discover as you grow up that the man who knows the least is the greatest bigot to argue with, and the meanest man with whom to transact business. Not one in twenty of our high school pupils know how a mason mixes his mortar, or a painter his colors. They never saw a tinsmith at work, or a grainer imitating the various woods. Now then, when you find the evenings dull ask your father to put on his hat and help you post yourself. Did you ever see a printing press at work? Did you ever look over the queer machinery in a tin shop which bends the metal in shape for covers and bottoms and handles? Ever visit the gas works, or go through a big flouring mill, or pass an hour in a foundry? There are dozens of places to be visited at night where you can learn something useful. Each point you seize upon helps to broaden and enlighten your mind and make a well-posted man of you. And, instead of shouldering a gun on Saturdays, or tramping off after a good time in a swamp, go down to the round-house and look over the mechanism of a

locomotive—go into a wheat elevator and see how curiously everything is arranged—go into a machine shop and see how iron can be turned as easily as pine—go into a planing mill—down where they saw blocks of stone by steam—go somewhere and see something to post yourself.

Ah ! boy, if you only realized how much this country will depend upon you twenty years hence, you wouldn't waste your time ! You will sooner or later have to take hold as the rest of us did. There will be the same strife for place, and fame and riches as you see to-day, and the boy who has wasted his time will be the man who is pushed here and jostled there and driven to the back seats because he is in the way of the busy, money-making world.—*M. Quad, in Detroit Free Press.*

HOW THE MAIDENS OF SICILY GET HUSBANDS.

The following is a description of a scene which goes on every Sunday morning in the hospital at Palermo :

The long dormitories were clean and orderly, but the curious and peculiar feature of this establishment was the parlatorio or reception room. Picture a large, long room, the greater portion of which is divided off from the sides and further end by an iron grating which forms a cage, entered only by well barred street door, through which visitors from the outer world are admitted.

Here they sit on benches to converse with those on the other side of the iron grating. Once a week, however, Sunday mornings, from 10 to 12 this place is the scene of the most novel and ludicrous courtship ever described. One of the objects of this motherly establishment is to find fit and proper husbands for the girls under its charge. The fit and proper here is much like the fit and proper of society—the one requisite being that the young man is bound to show himself in possession of sufficient means to maintain a wife in comfort before he is allowed to aspire to the hand of one of those precious damsels.

Having given in credentials of fitness to the guardian, he receives a card which admits him next Sunday morning to an inspection of the candidate for matrimony. There sitting on a bench, if his curiosity and ardour will allow him to remain sitting, he awaits the arrival on the other side of the grating of the Lady Superior accompanied by a girl. She had been selected by order of seniority and capacity for household work from the hundred or more between 17 and 21, waiting for a youth to deliver them from their prison.

The two young people, both no doubt breathless with agitation at the importance of the ceremony, have to take one long, fixed look at each other. No

word is spoken, no sign is made. Those good Sisters believe so fully in the language of the eye that, in their minds, any addition is futile, and might but serve to mystify the pure and perfect effect of love at first sight.

The look over, the Lady Superior asks the man if he will accept the maiden as his bride. Should he answer in the affirmative, the same question is put to her, and if she bows assent the betrothal has taken place, and they part till the Sunday following. The young lover again makes his appearance before the tribunal of guardians, and there the contract is signed, the day of marriage fixed, and he is granted leave to bring the ring, earrings and wedding dress, and present them—through the gridiron of course—to his betrothed.

Everything has to pass the scrutiny of the Sisters, for fear of a letter or some tender word being slipped in with the gifts. During the few Sundays that intervene between the first love-scene and the marriage, an hour's conversation within hearing of the Lady Superior is allowed, but not a touch is exchanged. The empty talk, interspersed with giggling, consists of inquiries as to the wedding-dress, and the occupation and place of abode of the suitor. Should the young man refuse the first damsel presented to him, he is favored with the sight of three or four more ; but should he still appear *difficile* he is dismissed. The girl also has the power of refusal.

The marriage over, the task of the Sisters is done. Here falls a veil they never lift—and whether happiness and faithfulness are the result of this rite they never inquire.

Our readers must before now have wondered what inducement there can be to make the youth who have the world to choose from come here in search of a wife. Two hundred and fifty francs are the attraction. That sum is given in dowry with each of these girls, and for that sum, it seems, a Sicilian is willing to sell himself for life.

CHILD ON THE TRACK!

“Met with some strange adventures on the road? Well, yes, sonny, I think I have.” The speaker was a well-known Canada Southern engineer, and the remarks were addressed to a reporter of the *Times* in reply to an interrogation made by the scribe.

“Will I relate one of the most interesting adventures I have gone through to you? Well, yes; I have no objection. I should say, in my time, I've made beef of a score of cattle, but I never made an end of a fellow-creature yet. I was very near it once though.

"You've laughed about the stokers going out in front of the cow-catcher to heave billets of wood at cows, but it's a fact, and I've done it before now ; and a good crack from a cornerish piece of wood has saved 'em, making them give a kick and a plunge off the line, and giving us room to go by. Cattle will stray on the track, and there's no mistake about it, and when you see them there and sound the whistle, instead of the stupid things scampering off, they'll go galloping on in their clumsy cock-tail one-two-three amble, till we catch up to them, and then—mince-meat. Next on the list, to my way of thinking, stand children, bless 'em ; I love children, got three of them myself, but they always give me the cold shivers when I see them near a railway, since the adventure I am about to relate occurred. 'Pon my word, about as sensational a feeling came over me as could come over a person. Talk about my hair standing on end, why there was a perceptible creeping, for all the world as if some one was pouring canary seed through the roots. It was on the western division, where a chap lived in a shanty near the line, and perhaps the reason he moved there was because he thought it would be a bit of company for his wife and little ones to see the cars go by with people in. The little folks used to—and do now for that matter—stand at the door and cheer as I went by them at thirty miles an hour, and as time went on I'd wave my hat to the wife and husband, too, so that they generally used to come out when they heard me coming up or down. We got to be such friends at last that I used to buy candies and heave 'em into the garden as I went by for the children to scramble after, and that is what it was that did it, and this is how it was :

"We were going comfortably along one afternoon, till, as we got near where my friends, as I called them, lived, I began to furrudge about in my pocket for a couple of papers of something that I'd got in Detroit, when my stoker said, "Hello ! what's that on the line ?"

"Cows ?" said I.

"Cows ! no !" he says ; "Why—why—it's three children"

"Sound the—." I did not stop to finish, but opened the little valve myself, making the still afternoon air quiver with the hollow, booming roar it sent far and wide.

"That's moved 'em," says my stoker, laughing to see the little distant figures scamper away.

"I thought it would," I says ; and then with my hand on the valve I made the thing scream and roar again, for there was one of the little ones still right in the middle of the track.

"In a moment I'd forgotten all about the candy, for a curious sort of feeling

came over me, one that for a few moments took all the nerve from my limbs, so that I could not move, and then, instead of reversing the engine, I began to creep forward: while as if from the same feeling, my stoker stood staring with all his might right at the poor child.

"We were too near for it to have done any good, even if we had both done our parts, and it was with a groan, seeming to force itself out of my breast, that I told myself it was through my encouraging the poor children out with presents that this was going to happen, for there, seeing no danger, was a little bright-eyed, long-haired thing, dancing about and waving its hands as we came swiftly on. It takes a long time to tell it, but it only took a few moments; and there it all is now, like a picture that having once seen I can never forget. It was a glorious, golden, sunshiny afternoon, with all looking bright and mellow; the children by the side of the line, with their mother running out wild and frantic-like, but only to drop down in the track, half way between the door and where the little one was dancing and waving its little hands as we glided on.

"I felt like a man does in one of those nightmare dreams, when the will is there to do something, only a dreadful kind of face holds you back, and you can see danger coming nearer and nearer, and yet cannot avoid it. We neither of us spoke, but stood there, one on each side, as helpless as the poor children in front, until, with almost a yell, I fought clear of the power that seemed to hold me, and with the feeling that I was too late, crept along the side of the engine and lay down with arms extended in front of the cow-catcher.

"Only moments, but moments that seemed like hours, as with its strange, hurrying, jumping motion, the engine dashed on, as I told myself, to crush out the life of that poor little innocent. I wanted to shut my eyes to keep out the horrible sight, but I dared not; and, though I seemed now to be doing what might save the child's life, I could not think it possible. There it was, just in front, and yet we appeared to come no nearer. In any ordinary way we should have passed the house a score of times, but now the horror of these moments acted so upon my imagination that we seemed to crawl slowly but surely, like the motion of a vast machine that hardly seems to move, and yet forces its way on with a power that there is no stopping.

"Twenty yards—ten yards—were we never going to pass over the spot? or would some miraculous power stop the engine? I tried to shout, but only a curious hoarse noise came from my throat; I tried to wave my hands, but they remained stretched out obstinately towards the child.

"Five yards—four—three. There was the little thing, laughing in its inno

cent glee. Two yards—one—at last—all over. There was a shock as we dashed upon the little thing, who seemed to stretch out its hands to mine, and to leap, actually jump, into my arms, and then, with it tightly clasped, we were still going ; I with my eyes shut, but feeling that I had the child tightly held to my breast, and yet not able to look to see if it was hurt.

"Then I don't know how it was, but I believe I must have got up and crawled back to my place by the stoker ; but I don't know, I can't recollect doing it, only finding myself sitting down there, holding the frightened little child in my arms and feeling stunned and frightened as a child myself.

"What am I doing of ?" I said at last, for my stoker had spoken to me. "Why, I am crying ;" and so I was, crying like some great girl

"We dared not stop to take the little thing back, but we sent it from the next station ; but I shall never forget that little one getting out upon the line." —*St. Thomas (Ont.) Times.*

[The above narrative will recall the facts of the case to the recollection of our readers. The affair happened in 1876, or 1877, the scene being at some point west of Essex Centre—between that station and Amherstburg. Mention was made of the noble rescue in nearly all the papers in the Dominion. We have omitted mention of the name of the engineer simply for the reason that the latter requested us to do so —*Ed. TIMES.*]

A STRANGE PEOPLE.

CUSTOMS OF THE LAGUNAITES AND THEIR RELIGIOUS RITES.

Only seventy-four miles west of Albuquerque, on the Atlantic and Pacific road, is the village of Lagona. It is one of the oldest landmarks of the Pueblo Indians to be found, and to day presents many novel attractions to the stranger.

An old church stands there at the present time, gone into decay, yet the walls and portions of the structure are yet in a fair state of preservation. Two bells are found in niches cut into the walls, one of which bears the inscription "Sandoval 1710" The inside of the walls are painted in a novel manner with birds, reptiles, animals and strange devices. There is a canopy over the altar on which is painted the sun, moon and stars, showing that these people at one time were devoted to sun worship. On either side of the altar are tablets upon which are written in Latin, the ceremonies of the church, It is a

strange mingling of evidence of the ancient religion introduced by the Spaniards.

PRESENT OCCUPATION.

There are perhaps 1200 Lagona Indians at this village at the present time and they were formerly divided into thirteen different clans with one governor and two lieutenant-governors, that were elected every year. Then there was a captain of war and two lieutenants and a tiscal or sheriff and counsellors were chosen from each clan and medicine men who were generally the old men of the tribe. This tribe is now cultivating about one thousand acres of land and raise cattle and sheep. Their habits of living are very simple. They sprout their wheat to make bread and then grind it between rocks or two matsina and bake it in an oval shape. Another kind of bread is made very thin, and yet another is something like corn pones. They have their Santa Claus for their children the same as whites, and they teach the children that the good man will call around and give them presents if they are good. These Indians have been holding their religious dances for the last week or more, showing that Christmas was introduced among the tribes at one time. These dances are practiced for ten or fifteen days before the people come together to engage in the exercises publicly, and there is a song and drum music accompanying the dance. The drum used is made by stretching a calf skin over the hollow trunk of a tree and this is beat in time, which regulates the movements of the dancers, accompanied by a jerky movement, while they sing. The men wear a skirt made of coyote skins fastened to a leather belt, and calico shirt, while the women are clothed in gaudy shawls or very often a table spread of brilliant colors is used for an overdress, their heads turbaned with handkerchiefs and their legs dressed with light-colored leggings or wrappings that are put on in a very artistic manner. When they dance the leaders have sleigh bells suspended from their leggings. All of the men carry in their right hand a rattle made out of a gourd, and in their left a bunch of corn husks, while engaged in dancing, and the women carry bunches of corn husks in each hand.

These ceremonies are held usually in a plaza or placita, and the surrounding terraced houses, which are two or three stories high, afford convenience for spectators, and they are well occupied during the exercises.

These Lagona Indians are skilled horse-men, and have twice carried off the prize in competitive calavry drill in the territory, and the last at the Albuquerque Fair last fall, at which time they were presented with a beautiful banner, of which they are very proud.

Walter C Marmon, Robert G. Marmon and Geo. H. Pradt are Americans who have intermarried with this tribe, and are living at Lagona at the present time.

A HOWL IN ROME.

The following report of a "speech by Spartacus" was received by a Chicago, Milwaukee and St. Paul Railway official, from his old friend William Nye, and being too good to "pigeon hole," was sent to this office :

SPEECH OF SPARTACUS.

It had been a day of triumph in Capua, Lentulus, returning with victorious eagles by way of the river division of the Chicago, Milwaukee and St. Paul Railway, had amused the populace with the sports of the amphitheatre, to an extent hitherto unknown even in that luxurious city. A large number of people from the rural districts had taken advantage of half rates on the railroad and had been in town watching the conflict in the arena, listening to the infirm, decrepit ring joke and viewing the bogus sacred elephant.

The shouts of revelry had died away. The last loiterer had retired from the free lunch counter and the lights in the palace of the victor were extinguished. The restless hyena in the Roman menagerie had sunk to rest and the Numidian lion at the stock yards had taken out his false teeth for the night. The moon piercing the tissue of fleecy clouds tipped the dark waters of the Tiber with a wavy, tremulous light. The dark-browed Roman soldier moved on his homeward way, the sidewalk flipping up occasionally and hitting him in the small of the back.

No sound was heard save the low sob of some retiring wave as it told its story to the smooth pebbles on the beach, or the unrelenting boot-jack struck the high board fence in the back yard just missing the Roman tom cat in its mad flight, and then all was still as the breast when the spirit has departed. Anon the half stifled Roman snore would steal in upon its deathly stiliness and then die away like a hot biscuit in the hands of the hired man.

In the green room of the amphitheatre a little band of gladiators were assembled. The foam of conflict yet lingered on their lips, the scowl of battle yet hung upon their brows, and the large knobs on their profiles indicated that it had been a busy day with them in the arena.

There was an embarrassing silence of about five minutes when Spartacus, gently laying his chew of tobacco on the bannister stepped forth and addressed them :

"Mr. Chairman, Ladies and Gentlemen—Ye call me chief, and ye do well to call him chief who for twelve long years has met in the arena every shape of man or beast that the broad empire of Rome could furnish, and yet has never squealed. I do not say this egotistically, but simply to show that I am the star thumper of the entire outfit.

"If there be one among you who can say that ever in public fight, or private brawl, my actions did belie my words, let him stand forth and say it, and I will spread him around over the arena, till the coroner will have to soak him out of the ground with benzine. If there be three in all your company dare face me on the bloody sands, let them come, and I will construct upon their physiognomy such cupolas and cornices and dormer-windows and Corinthian capitals, and entablatures, that their own masters would pass them by in the broad light of high noon unrecognized.

"And yet, I was not always thus—a hired butcher—the savage chief of still more savage men. My ancestors came from Sparta, Wisconsin, and settled among the vineclad hills and citron groves of Syracuse. My early life ran as quiet as the clear brook by which I sported. Aside from the gentle patter of my angel mother's slipper on the bustle of my overalls, everything moved along with the still and rhythmic flow of goose grease. My boyhood was one long, happy summer day. We stole the Roman muskmelon, and put split sticks on the tail of the Roman dog, and life was a picnic, and a hallelujah.

"When at noon, I led the sheep beneath the shade and played 'Little Sallie Waters' on my shepherd's flute; there was another Spartan youth, the son of a neighbor, to join me in the pastime; we led our flocks to the same pasture and together picked the large red ants out of our doughnuts.

"One evening after the sheep had been driven into the corral and we were all seated beneath the 'Bammygilead' tree that shaded our cottage, my grandsire, an old man, was telling of Marathon and Leuctra and Dr. Mary Walker and other great men, and how a little band of Spartans at Milwaukee had stood off the police, and how they fled away into the mountains and there successfully held an annual pass over the C. M. & St. Paul railroad. Held it for a year! I did not know then what war was, but my cheeks burned. I knew not why, and I thought what a glorious thing it would be to leave the reservation and go upon the warpath. But my mother kissed my throbbing temples and bade me go and soak my head and think no more of those old tales and savage wars. That very night the Romans landed on our coasts. They pillaged the whole country, burned the agency buildings, demolished the ranche, rode off the stock, tore down the smoke house, and ran their war horses over the cucumber vines.

"To-day I killed a man in the arena, and when I broke his helmet clasp and looked upon him, behold! he was my friend. The same sweet smile was on his face that I had known when in the adventurous boyhood we bathed in the glassy lake by our Spartan home and he had tied my shirt into 1,752 dangerous and difficult knots.

'He knew me, smiled faintly, told me always to tell the truth and to travel by the Milwaukee & St. Paul road, and then ascended the golden stair. I begged of the Praetor that I might be allowed to bear away the body and have it packed in ice and shipped to his relatives at Sparta, Wisconsin, but he couldn't see it.

'As upon my bended knees amidst the dust and blood of the arena I begged this poor boon and the Praetor answered, 'Let the carrion rot There are no noblemen but Romans and Ohio men. Let the show go on. Bring forth the bobtail lion from Abyssinia.' And the assembled maids and matrons and the rabble shouted in derision, and told me to 'brace up,' and they threw peanut-shells at me and told me to "cheese it," with other Roman flings which I do not now recall.

'And so must you fellow gladiators and so must I, die like dogs. To-morrow we are billed to appear at the Coleseum at Rome and reserved seats are even now being sold at the corner of Third and Jackson streets, St. Paul, for our moral and instructive performance while I am speaking to you.

'Ye stand here like giants as ye are, but to-morrow some Roman dude will pat your red brawn and bet his shekels upon your blood.

'O Rome! Rome! Thou hast been a tender nurse to me. Thou hast given to that gentle, timid, shepherd lad who never knew a harsher tone than a flute note, muscles of iron and heart of steel. Thou hast taught him to drive his sword through plated mail and links of rugged brass and warm it in the stomach of his foe. To gaze into the glaring eye-balls of a fierce Numidian lion even as the smooth-cheeked senator looks into the laughing eyes of the chambermaid.

'And he shall pay thee back till the rushing Tiber is red as frothing wine and in its deepest ooze thy life blood lies curdled. Ye doubtless hear the gentle murmur of my bazoo.

"Hark! Hear ye yon lion roaring in his den? 'Tis three days since he tasted flesh but to-morrow he will have gladiator on toast and don't you forget, it, and he will fling your vertebrae around his cage and wipe his nose on your clustering hair.

'If ye are brutes, then stand here like fat oxen waiting the butcher's knife. If ye are men, arise and follow me! Strike down the warden and the turnkey, slide our baggage out the third story window of the amphitheatre, overpower the public and cut for the tall timber!

'O comrades! Warriors! Gladiators! If we be men, let us die like men, beneath the blue sky and by the still waters and be buried according to Hoyle instead of having our shin-bones polished off by Numidian lions amid the groans and hisses of the populace here in Rome, New York. Let us break loose, chew the ear off of the night watchman, buy our tickets via the Chicago, Milwaukee & St. Paul Railway, and go to farming in Dakota! Then if the fierce Roman don't like our style, he knows our post office address." Applause.—*From the Stenographic Reports of Bill Nye.*

RAILROAD DEPARTMENT.

THE CANADA PACIFIC RAILWAY.

A correspondent writing from Ottawa has inspected the extensions which have lately been made on the Canada Atlantic Railway at the Capital. Up to last fall the line had only been completed to the northern terminus of Elgin street, some two miles distant from the extensive lumber yards of the Chaudiere. The work of reaching that point has been one of considerable expense, including rock excavations and heavy fillings or gradings, but in the month of December last this work was successfully completed, and the track laid to within a short distance of the lumber mills, where they have now a number of sidings laid to accommodate the loading of several trains of cars simultaneously. In the new terminus at Chaudiere, a scene of great activity presented itself; an endless number of cars being loaded with lumber ready for shipment. At this point the company have secured a large area of ground, which when the sidings are all down, will give facilities for shipping the lumber with unprecedented rapidity, ordinary cars being loaded in an average of not more than half an hour's time. A walk through the yard of one of the prominent lumbermen of the city, sufficed to show that all the facilities which had been furnished by the company for the shipment of lumber were none too ample. The Canada Atlantic railway is regarded as a great boon to the trade; never before have lumbermen been given such facilities for the shipment of their product. Heretofore great difficulty has been experienced in obtaining cars, whereas now a simple call to the head office of the company would secure an immediate supply. A new era in the lumber trade of the Ottawa Valley has dawned, and with the facilities now offered for its rapid shipment the year round—instead of the lumber firms, as formerly, having to avail themselves of the limited period of navigation in order to ship their products, and the lumber being thus taken in advance to the market, as it were, to be stored at the points of distribution, and which had a serious effect upon the price obtained for it—the fluctuations and depression in the great lumber interest which were felt a few years ago are not likely to occur again, in so great a degree, at any rate, so far as the Ottawa Valley is concerned. Upon making inquiry as to the quantity of lumber shipped by the road, the record for March was given, which showed that an average of twenty-five car loads of twelve net tons each were shipped each day, or 150 car loads per week, and, in fact, recently 175 car loads were shipped within five days, or an average of thirty-five per day. As no foreign cars are allowed to leave empty, favorable rates of freight can be afforded.—*American R. R. Journal.*

FREE PASSES IN MISSISSIPPI.

The Mississippi Legislature has passed the following law, which takes effect April 12.

"Section 1. That it shall be a misdemeanor for any legislative, executive, judicial or ministerial officer of this state, or for any person holding an office or place of honor, profit or trust under the laws of this state, to travel upon any railroad in this state without paying absolutely, and without any guise, trick, subterfuge or evasion whatsoever, the same fare required of passengers generally ; and it shall also be a like misdemeanor for any officer or employee, or other person acting for such employee, of any railroad in this state, to permit any such officer or person to travel upon any railroad in this state without paying fare as hereinbefore provided.

"Section 2. That any person found guilty of a violation of this act shall be punished as follows; to wit : For a first offense, by a fine not less than \$25 ; for the second offense, by a fine not less than \$100, or by imprisonment in the county jail not more than 10 days, or by both such fine and imprisonment ; and for the third offense, by a fine not less than \$500, and by an imprisonment in the county jail not less than 30 days ; provided that nothing herein contained shall prevent any railroad from transporting persons free of charge, or at reduced rates, for any religious, charitable or benevolent purposes, or for any industrial exposition or association of a public nature.—*Railroad Herald.*

CHEAP WATCHES.

"Conductor ! Conductor ! Don't you see it is time to start out," shouted a passenger from the inside of a car on the Short Line train the other day to Conductor Taggart, who stood upon the platform. "What time have you!" said Taggart. The man showed up a \$250 gold repeater, and it lacked four seconds of starting time, "You can't tell the time by those cheap watches, anyway," replied Conductor T., pulling out an open-faced bulls-eye contemporaneous with George the third ; "here's what we sail by. All 'board!"

Railroad Herald.

Take a railroad from the earth to the sun, with a train running forty miles an hour, without stops, and it would take about 205 years—a little over—to make the journey. The fare, at one cent per mile, would be a little less than \$1,000,000. Had the poet Milton started from the earth in such a train, at his death, he could not have yet been in the sun five years.

The last showing of the Pennsylvania Railroad Company has so many seeming incongruities in it, which are given without explanation, that they cannot pass without comment. While the figures show a gain of \$4,138,606 in gross, the net show an improvement of only \$607,264. The large earnings come from the main line, operated east from Pittsburg, which shows an increase in both freight and passenger traffic, the one showing nearly four millions of tons of freight moved in excess of former reports, and over three and a half millions of passengers carried.

While the company has to maintain many feeders for the main line at a dead loss, the exhibit it makes is not entirely disheartening, for while in 1878 its total earnings were but a trifle short of nine millions of dollars, it has the gratification of showing that it earned in the past year but a little short of fourteen millions, an increase of nearly or quite 50 per cent. in five years; and this, when the industries on the line were more or less stagnant or partially paralyzed.

Before the corporations now known as the United New Jersey Companies came under the ægis of the Pennsylvania Company, each of them paid the holders of the stock what would be considered to day more than a fair rate of interest, and yet the Pennsylvania Company can show that they were able to run the lines at a loss to itself of only \$1,137,000; the thing has been so financed down, that in the year last passed the actual loss is only a trifle of \$654,000.

In view of this depressing state of affairs, when for the two preceding years the holders of the stock have only received $8\frac{1}{2}$ per cent. cash dividends, and a surplus remains which can only be guessed at, when by a little manipulation the real divide was over 10 per cent., it does not seem as though the Pennsylvania Company were moribund or needed a guardian *ad litem* to take charge of its affairs.—*Railroad Age*.

Very few of the workmen's strikes, which have been so numerous of late in New York, Pennsylvania and the west, have turned out successfully for the strikers. Still, those who are so poor of pocket as they are proud of spirit do not seem to learn wisdom from the times, and what may be called a decade of strikes is by no means ended. At a time when arbitration is regarded as the principal agent to be employed in the settlement of other kinds of disputed rights, it would seem a wise course for the weaker participants to throw aside all false sentiment that may be implied in the phrases "free country," "equal rights," etc., and try to obtain justice from some other course than by force and folly.—*Railroad Age*.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

PROGRESS OF OUR ORDER.

On October 1st, 1883, we had ninety-two divisions and thirty-five hundred members. In the time that has intervened between that and July 1st, 1884, or nine months of the present fiscal year, we have raised thirty-five new divisions, as against thirty-two in the fiscal year of 1882 and '83, and we have yet three months to work, and we can surely count on ten more in that time, as charters are already granted for four, and many others are nearly ready. These acquisitions are noticeable not for the number particularly, but for the territory they have opened up to the Order. At the close of last fiscal year we had but one division south of the Ohio river and east of the Mississippi river. Now we have several. We have stretched out our arms clear across the continent, and have touched the Pacific ocean, so that no one can say at this time that he has not heard of us, and that we are doing good. But the question may be asked what has this cost us? For our deputies we have paid two hundred and fifty dollars, and we can safely estimate the balance of the year from the same ratio, and that will make it five hundred dollars for the year all told, while we are told by our Executive Committee that the revenue from the Monthly will be over \$1,000, which will more than offset any claim for deputy service, and the question "where will the money come from" will be answered. Now, brothers of our divisions, if there are any among you that have not paid their general dues, let them do so at once, as the first of October will soon be here and then they will be so busy that it will slip by and they will not have them paid. *Attend to it at once.* Do not let us go to the Grand Session and have to wait for the grand dues to be paid before the delegate can take his seat as has been the case in other years. Let us be prompt. We give this timely notice as we will ask our Grand Secretary to give us a list of those who have not paid, and we will publish in August number, perhaps before, but we will give all time to get in if prompt. Our insurance is going forward nicely, will gain about one hundred this month—it should be five hundred. Let all lend a hand and push it forward to a grand success.

YARD MASTERS' MUTUAL BENEVOLENT ASSOCIATION.

On Wednesday, June 11th, there assembled in the Knights of Honor hall, in the city of Atlanta, Ga. the Tenth Annual Meeting of the above honored association. We were permitted to meet with them for the first time, and we desire to publicly bear testimony to the fact that we felt greatly honored by the invitation so heartily given to take a seat in the body. We found them earnest, honest and intelligent gentlemen, and feel satisfied that with such material as compose the body there can be nothing but success, more especially so when building their organization upon a platform that pledges every member to contribute his mite for the relief of the widows and orphan children of deceased yardmasters of this country. Truly it seems to us that no yardmaster should be a day without its protection. Its growth has been rapid and now numbers but little short of 1,000 members, and before the year rolls away and is numbered with the things of the past it should be at least 2,000; it will if the members are interested and work. Let all see who shall excel, and by so doing we will add to each one's individual benefit.

We were pleased to note the adoption of a resolution similar to that adopted by the Superintendents' Association at their meeting in 1883, pledging themselves to discourage as far as possible the constant change of men from one place to another, and in future they will not employ this class of men without a letter or reference from the party last employing. If this can be carried out it will be the means of driving a class of men from the service that is a disgrace to themselves and any service. This may occasionally strike a worthy man, but the chances are about 1,000 to 1 that it will not, and we firmly believe that if carried out will be of great help to all.

At the suggestion of the grand officers we attended in the interest of our Monthly, which we are pleased to say the gentlemen, by a *unanimous vote* selected as their official organ. We firmly believe this is as it should be, as we found nearly four-fifths of the gentlemen assembled either had been or were now conductors, and we found many a brother's grasp among them that told us plainer than words can express, that although among strangers we had brothers there, and right gladly did they welcome us. The meeting was ably reported by Miss Bertha E. Clauson assisted by Miss Alice Sanger, the daughter of Mr. Joseph Sanger, the able and efficient Grand Secretary of the association. It has seldom been our province to be associated with pleasanter people than those who composed the pleasant party journeying to and from Atlanta and participated in their annual meeting. We were made to feel that

we were indeed in the hands of friends, and the pleasant associations surrounding our first meeting with this association will never fade from our memory, and as the years roll on may we meet again and again to hear the report of officers and transact the necessary business, and may not one face be missing.

We are under great obligations to the members of the Yardmasters' Association which we will not soon forget, and we hereby tender them our sincere thanks. We below give some of the names of the gentlemen whom we had had the pleasure of meeting : Capt. W. J. Kenney, I. C. R., Cairo, Ill.; James A. Washburn, Indianapolis, Ind.; Wm. L. Hippert, Galesburg, Ill.; S. F. Randall, Louisville, Ky.; James Cahill, Leadville, Col.; James Huffman, Evansville, Ind.; J. G. Cooper, St. Paul, Minn.; Capt. J. C. Reed, Union City, Ind.; James Gordon, Trenton, N. J.; Samuel Stewart, Pueblo, Col.; Geo. Newton, Louisville, Ky.; Smith Irwin, Louisville, Ky.; J. J. Catlin, Jersey City, N. J.; Frank McNally, Jersey City, N. J.; W. B. Johnson, Chicago, Ill.; H. B. Whitney, Burlington, Iowa; George R. Knapp, Albuquerque, N. M.; Frank Reynolds, Indianapolis, Ind.; John H. Martin, train master, Chicago, Ill.; Henry R. Hopkins, Chicago, Ill.; J. J. Gifford, Chattanooga, Tenn.; H. H. Harris, Chattanooga, Tenn.; C. C. Hatch, Kansas City, Mo.; J. Q. Hicks, Indianapolis, Ind.; G. W. McNeelan, Cincinnati, Ohio; C. G. Cole, Seymour, Ind.; S. M. Mathers, Vincennes, Ind.; James P. Flannigan, Pittsburg, Pa.; Joseph Sanger, Indianapolis, Ind.; S. B. Bennett, Cincinnati, Ohio; G. W. Schultz, Chattanooga, Tenn.; Geo. J. Johnson, LaCrosse, Wis.; A. J. McDonald, Allegany, Pa.; Geo. W. Dunn, Baltimore, Md.; Sam Champlin, Leadville, Col.; Egbert Daw, Troy, N. Y.; F. A. McCorkle, Chattanooga, Tenn.; H. S. Curley, Indianapolis, Ind.; B. Herbes, Cincinnati, Ohio; S. L. Moore, Boone, Iowa; James Nix, Chicago, Ill.; J. K. Murray, Echo, Utah; M. J. Scanlon, Des Moines, Iowa; W. H. Simpson, Williams, Arizona; I. M. McDonnell, Kansas City, Mo.; J. N. Wonhart, Terre Haute, Ind.; E. C. Lanyo, Atlanta, Ga.; F. F. Lyons, Denver, Col.; M. F. Williams, Baltimore, Md.; Wm. C. Raynor, Toledo, Ohio; L. J. Cummings, Buena Vista, Col.; W. D. Fitch, Chicago, Ill.; L. N. Bates, Denver, Col.; S. F. Doan, Lima, Ohio, and R. Cooper, Indianapolis, Ind.

Among the ladies accompanying the party we had the pleasure of meeting Mrs. Joseph Sanger and daughter, Miss Alice, Miss Bertha E. Clauson, Mrs. George J. Johnson and sister, Miss Sadie Snover, Mrs. J. Q. Hicks, Mrs. R. Cooper, Mrs. H. R. Hopkins, Mrs. Frank Reynolds, and many others whose names now escape us.

The officers elect for the ensuing year are : Mr. J. C. Campbell, Derry, Pa.,

president ; Capt. W. J. Kenney, Cairo, Ill., 1st vice-president ; J. J. Catlin, Jersey City, N. J., 2d vice-president ; Joseph Sanger, Indianapolis, Ind., secretary and treasurer. The next place of meeting, Philadelphia, Pa.

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DIVISIONS.

Brother W. P. Daniels returned from his western trip on June 6th, and reports the organization of four new divisions, viz : Tulaire and San Francisco, Cal. ; Ogden, Utah, and Cheyenne, Wyoming Territory. In each case a good attendance and a good substantial division has been raised, while Bro. Carver has organized divisions at Huron, Dak., Omaha, Neb. and Amboy, Ill., a total of seven divisions in one month. On Sunday, June 22d, we expect to organize in Philadelphia, Pa., while Bro. Carver will organize at Minneapolis, Minn., and on account of these engagements the union meeting at St. Louis will be neglected, for which we are very sorry, but organization must be attended to first. We hope to raise at least six more before the issue of the August number. We ask the brothers to be on the alert and assist us all they can in this work, and we can raise fifty divisions this year.

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TRAIN DISPATCHERS' ASSOCIATION.

We take great pleasure in giving space to the following article, clipped from the *Louisville Courier-Journal*, describing the arrangements made for the entertainment of all train despatchers who may attend. Train despatchers should feel interested in this movement, and all are invited to send delegates, and as a large number are expected, all will find it to their interest to notify the committee of arrangements.

THE LOUISVILLE TRAIN DESPATCHERS HOLD A LONG AND ENTHUSIASTIC MEETING TO CONSIDER NATIONAL ORGANIZATION.—VARIOUS COMMITTEES APPOINTED.

The train dispatchers of this city and vicinity held a large and enthusiastic meeting yesterday to arrange for the National Convention which assembles here on August 20th. Mr. A. J. Porter, of the Louisville and Nashville, was chairman, and Mr. W. M. Eggleston, of the J., M. and I. secretary. After some preliminary work a permanent organization was effected, and it was decided that any telegraph operator who is or has been a train dispatcher is eligible to membership. The organization is known as the Louisville Train Dispatchers' Association. The benefits to be derived from a national organization were discussed at considerable length, and a number of communications

were read from dispatchers in various sections of the country favoring the organization. Committees on reception and organization were appointed, as follows :

On Entertainment—W. N. Marshall, chairman ; J. F. Downey, W. M. Eggleston.

On Reception—J. E. Reeves, O. B. Grant, J. L. Teague, J. N. Neely, Geo. E. Evans.

The question as to who would be an accredited delegate was discussed, and it was decided that as the convention is for the purpose of original organization, any train dispatcher in good standing who can attend will be welcomed as a delegate. The following resolutions were then adopted :

Resolved, That the train dispatchers of Louisville, in convention assembled, extend a cordial invitation to their brethren in all parts of the United States and Canada to attend a meeting, called for the organization of a National Train Dispatchers' Association, to meet in this city, August 20, 1884. Inasmuch as the good, if any be gained from this association, will be to the interest of the railroads, the suggestion is made that all accredited delegates apply to the proper officer of the railroad with which they are connected for transportation to the place of meeting. Any information concerning hotel accommodations can be gained by application to W. N. Marshall, chairman of committee on entertainment.

It was decided to adopt no constitution or by-laws until after the national convention, after which the meeting adjourned to meet Sunday morning, the 29th of June, at 11 o'clock, at the office of Mr. E. W. McKenna.

Among the more prominent railroad men and dispatchers present were Superintendent E. W. McKenna, of the J., M. and I. ; Geo. E. Evans, A. J. McEvoy, J. W. White, J. N. Neeley, R. Boyd, J. E. Downey and A. J. Porter, of the Louisville and Nashville ; J. L. Teague, L. E. and St. L. ; J. E. Reeves, C., O. and S. W. ; W. M. Eggleston, J., M. and I. ; O. B. Grant, J., M. and I. ; A. J. Blanchard, electrician ; W. N. Marshall, late superintendent L. N. A. and C.

UNION MEETING AT HAMILTON, ONT.

On Monday, June 2d, we left home to attend the union meeting of all the divisions in the Province of Canada, to be held at the above named place, where we arrived at 3:15 p. m., and were met at the depot by many brothers of our order, head by our worthy associate, brother James Ogilvie, and were soon comfortably quartered at the St. Nicholas Hotel. After a friendly visit we all repaired to the Hall of Arnum division, No. 27, and the union meeting called to order by brother A. Cameron, the able Chief Conductor of No. 27,

and the business of the evening transacted in a more than usual prompt manner, and we can but feel that the meeting will be productive of great good to the order in that section. The Grand Division was represented on the occasion by brothers Samuel H. Defries, A. G. C. C.; J. D. Hamilton, G. O. S.; James Ogilvie, Associate Editor Railway Conductors' Monthly, and representatives John Trumbull, No. 16; W. H. Ingram, No. 13, and F. J. Gordon, No. 25. The divisions represented were Nos. 2, 7, 9, 12, 15, 16, 17, 25, 27 and 29, and all report the order in a most flourishing condition in Canada.

THIRTEENTH ANNUAL MEETING

Of the Passenger Conductors Life Insurance Company of the United States.

This annual meeting was held at Girard House, in the city of Philadelphia, on May 21, 1884, and was called to order at 10 A. M. by Mr. Geo. Moyford, of the L. S. & M. S. Ry., Lansing division. We were privileged to be present and participate in the proceedings, and were truly glad to meet so many of the veterans in the service; among them we noticed Capt. J. P. Dukehart, T. W. Shipley, G. A. Kennet, W. H. Cook, B. & O.; Q. H. Cook and A. H. Bachman, C. & A.; T. J. Nixon, C. R. & F. W.; C. R. Ashton, C. & O.; John McGuire, Fred Morgan, C. & N. W.; J. J. O'Neil, C. C. C. & I.; C. V. Hammond, C. & G.; B. Dargavel, D. L. & W.; E. O. Thomas, D. & M.; W. J. Morgan, I. C. R.; B. F. Sherman, James A. Randall, C. H. Wilsey, A. N. Aldritch, L. S. & M. S. R.; E. H. Mann, R. Hoylan, L. & N.; C. D. Stoner, M. & C.; S. S. Drake, M. H. & C.; Col. R. E. Fitzgerald, M. O. P.; M. L. Wood, G. B. Wright, N. Y., L. Erie & W.; J. H. Levengood, J. M. Hunter, F. E. Wilcox, N. Y., W. S. & B.; A. A. Evans, C. C. Hanna, N. Y. C. & H. R.; B. F. Smith, N. C. & St. L.; T. J. Lassiter, N. & W.; J. J. Missimer, G. B. Snyder, Geo. Snodgrass, W. R. Kenney, James Kelley, P. & R.; D. A. Crowell, P. C. & St. L.; J. E. Hanes, P. F. W. & C.; T. H. Osborne, S. T. Layfield, Geo. P. Ferry, P. W. & B.; W. J. Grieves, M. J. Speakman, P. R. R.; J. Lee, P. & N. C.; J. B. Ridgway, L. M.; Col. M. B. Waters, T. & B.; B. F. Wilson, A. Quintin, James Gordon, Byron Grigg, J. A. Southwick, Col. Chas. Parker, U. R. of N. J.; N. W. Williams, J. R. Blair, W. S. C. & P.; Samuel Robinson, W. Jersey, C. Retten, W. & N. R.

The election of officers resulted in the selection of the following: President, C. R. Ashton, C. & O.; Vice-Presidents, C. S. Wheaton, N. C. R.; T. J. Lassiter, N. & W.; A. W. Williams, W. St. L. & P. Non-resident Directors, R.

Hoylan, T. J. Nixon, J. F. Peyton, G. B. Wright. Resident Directors, W. R. Kenney, Chas. Parker, J. A. Southwick, James Gordon, M. J. Speakman.

The Pennsylvania Railroad Company, through Mr. Pugh, General Manager, tendered the party an excursion over their line to Long Branch, which was accepted by the entire party. The P. & R. Company also tendered the party an excursion to New York City and return, which was participated in by all and greatly enjoyed. We will establish a department in our August issue for the above association in which we will print any matters that may come to us of interest to the members.

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DIVISIONS ORGANIZED.

KEOKUK, Iowa, June 16, 1884.

DEAR WHEATON.—Yesterday we added another gem to the galaxy of divisions by organizing "Wylie" Division No. 127, at Amboy, Ill., with the assistance of Bros. Belknap, Saulsbury and Smith of No. 82, and Bro. Frank Sheridan of 67, with fifteen charter members present. The following were those instructed by communication, Bros. Frank W. Wylie, D. Feek, L. S. Wells, E. N. Williams, W. B. Morse, Thos. Lavalley, J. W. Smith, E. R. Lumley, C. D. Knowles, F. A. Reed, W. L. Beals, C. H. Gordonier, and Bros. H. H. Cone, W. H. Hale and Benj. Smith were initiated, promoted and instructed in regular order. The division was then instituted when the following were elected officers, with Bros. W. H. Hale, W. L. Beals and F. W. Wylie as tellers :

C. C.—F. W. Wylie, box 226 Amboy, Ill.
 A. C. C.—D. Leek.
 S. and T.—C. D. Knowles, box 343, Amboy, Ill.
 Sr. C.—L. S. Wells.
 Jr. C.—Ben. Smith.
 I. S.—E. N. Williams.
 O. S.—F. A. Reed.
 Correspondent—C. D. Knowles.

The officers were installed by your deputy, Bro. Smith as Deputy Grand Marshal.

KEOKUK, Iowa, June, 1884.

DEAR BROTHER WHEATON :

Harry Gilmore division, No. 126, was organized at Omaha, Neb., on June 8th, 1884. After the brothers present were examined, the following members of the new division were admitted, and after satisfactorily answering the proper questions were obligated and instructed in the work of the order by your deputy, after which the division was opened in regular form. The brothers obligated and instructed were : J. J. Millsbaugh, R. J. Mantz, A. Blakely, Thos. Cahill, W. H. Ralston, R. G. Fleming, Harry Gilmore, George

Mitchell, E. S. Horn, G. Kincaid, C. H. Powell, C. C. Kiser, F. H. Micklewait, F. Curtin, F. H. Keeslien, S. B. Lieurence, W. H. Madden, S. K. Ross, after which Mr. F. J. Fairbrass, W. H. Morehouse, Geo. B. Miller and M. P. Suitor were initiated and promoted in regular order.

The division was then instituted and the regular form of election of officers was proceeded with. The following acting as tellers: Brothers H. S. Storrs, J. J. S. Millspaugh and R. S. Mantz, when the following brothers were elected and installed by brother C. A. Stanchfield; brother D. Bowers as Marshall:

C. C.—F. J. Fairbrass, Omaha, Neb.
 A. C. C.—J. S. Millspaugh.
 S. and T.—R. J. Mantz, Omaha, Neb.
 Sr. C.—W. H. Madden.
 Jr. C.—S. K. Ross.
 I. S.—R. G. Fleming.
 O. S.—M. P. Suitor.
 Correspondent—Harry Gilmore.

Time and place of meeting to be named later.

KEOKUK, Iowa, June, 1884.

DEAR BROTHER WHEATON:

I left Des Moines on Friday, May 30th, for Huron, Dak., arriving there safely on 31st, and found some of the conductors expecting me. I found brother Frank E. Ketchum there. He has grown no less. On Sunday morning, June 1st, we repaired to Parker's hall, and Huron division No. 121, was organized. The division was opened in regular order, I having obligated and instructed eight of them on Saturday evening, preparatory for the organizing exercises, which I afterward found to do good service. The following were those of the new division: brothers F. B. Hughs, Wesley Wood, F. R. Pechin, W. E. Finch, W. N. Cooley, M. N. Jones, John Burke, R. Addington, Chas. Fleming, R. Rowland, D. F. Bryant, John Conners, J. J. Greene, B. K. Rowley, H. D. Hall, (1st degree only,) John Prothero, L. C. Walters and F. E. Ketchum. After the work was regularly conferred on three candidates an election of officers was held with the following as tellers: F. E. Ketchum, W. N. Cooley and L. C. Walters; the officers were elected and installed, brother E. H. Fargo, of division No. 89, acting as Grand Marshall:

C. C.—Randolph Addington, Huron, Dakota.
 A. C. C.—F. E. Ketchum.
 S. and T.—W. N. Cooley, box 234, Huron, Dakota.
 Sr. C.—B. K. Rowley.
 Jr. C.—F. R. Pechin.
 I. S.—M. N. Jones.
 O. S.—Chas Fleming.
 Correspondent—F. E. Ketchum.

The whole party dined at a restaurant with Mr. Oliver, Superintendent, and

Mr. Eldrege, Train Master of the C. & N. W. Ry., present. After the repast we were called on to explain our aims and teachings, which I did as best I could; then Mr. Oliver was called on to say something, which he did by heartily endorsing our temperance and striking positions and advised his men and all others to stay away from saloons; in all, he gave us a fine little talk, and assured his men if they followed out the teachings of our constitution they would have his cordial support.

A MARGUERITE.

With laughter she leaned o'er the balcony rail and whispered, "Dare I?
Whether I hit him or whether I fail—dear me, what care I!"
From the bunch of fresh, bright marguerites she wore in her auburn hair
She plucked a large one fair and sweet, and dropped it thro' the air.
He was standing just beneath her, unsuspecting—unaware
That a missile like a feather was flung from hands so fair.
He little dreamed of the impending fate that hovered o'er him;
He glanced above, but alas too late, she had fled before him.
The white-winged messenger descended lightly at his feet;
He looked and wondered; o'er it bended, then grasped the flower, sweet.
He went his way, and she went her's, adown Life's busy street;
To neither probably ere recurs the fate of the marguerite.

June 13, 1884.

B. E. C.

The month just passed has witnessed some of the most eventful scenes that have ever been presented in Wall street. Every one is familiar with the May crisis in affairs at the Stock Exchange, and no particulars of it would now be in place. An examination of the range of prices now and in preceding years will show that a most enormous liquidation in values has taken place. To lose money in Wall street is always an easy thing to do, but no such opportunity as has lately been presented for making money has ever been found there in the recent past. Everything is down to what may be called bed rock, and the one who can now afford to buy for investment or keep his margins good is morally certain to acquire a fortune; for the tangible evidence as well as the natural fitness of things points to a better condition in speculative circles. Many commission houses are reporting gratifying signs of the return of the much desired "public." The upward turn may come slowly, but it must surely come.—*Railroad Age*.

LADIES DEPARTMENT.

THE WOMAN WHO WORKS.

The woman who works, strong in her self respect, strong in the respect of all who toil that they may live strong in the favor of all who have known what it is to earn their bread by the sweat of their brows, strong in the spirit of personal independence, needs no protection from the "pitying patronage" of anybody. If she is at times disposed to regard any slight put upon her by those who have no business in life save to amuse themselves she may enjoy a revenge every day, for the ravens of misfortune fly in at all windows. And there are, doubtless, among women who have found it necessary to go out into the world and battle for existence, those who find stings in the "pitying patronage" of the fortune favored, and who sit back in sack cloth amid the ennobling inspirations of their work-a-day lives. To them is commended the words of Carlyle: "All true work is sacred; in all true work, were it but hand labor, there is something of divineness." Therefore, "hats-off" to the women who work! It would be idle to urge them to lift up their heads, for their heads are already uplifted.—*G. C. Matthews in Chicago Current.*

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Mr. Ruskin said disagreeable things about women's brains and the female sex in art and literature in his younger days, but he has lived long enough to learn better and to take most of them back. He is adored by women now in his old days and has many correspondents among young ladies. Some of them wrote him a letter asking: "What are plain girls to do?" Mr. Ruskin answered right gallantly. He told the young ladies that girls who are well bred, kind and modest can never be "offensively plain." Whatever the shape the girl's mouth may be she can refine it by culture and sweet, bright thoughts till it ceases to be unattractive. She cannot make her ears smaller, physically speaking, but any girl can make herself graceful and attractive in manners if she gives her head to it. By genuine kindness and good temper, by cultivating her intellect, by studying what is best and brightest, acting on her woman's natural impulse to please, she can come to have such winning ways that nobody will think of her as unbeautiful. Mr. Ruskin is right. There need be no homely girls.—*Toronto Globe.*

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A whole generation of parents already occupies this mundane sphere who cannot describe to inquiring childhood a warming-pan, foot-stove, tinder-box, bake oven, crane, or candle mould.

EDITORS' WIVES.

A few years ago John Hay was a hard-working member of *The Tribune* staff, but at present he is a man of elegant leisure, his wife having received from her paternal estate nearly a million and a half. The Tribune has been peculiarly fortunate in matrimonial alliances, its editor, Whitelaw Reid, being son-in-law of D. O. Mills, who is estimated at five millions.

Joseph Pulitzer, of the World, is also a rich man through matrimony, and so is the proprietor of The News. Prior to these instances the editors of this city all married poor girls except James Watson Webb, who became son-in-law of Jacob Cram, the rich distiller. Marrying "rich," however, does not always mean mere cash valuation. David Hale, the former editor of The Journal of Commerce, had a treasure of a wife, but her only dowry was her character and abilities. When The Journal was struggling through its early difficulties Mrs. Hale kept a boarding house, and in this manner sustained her family until the paper became a success. Hale had been brought up a dry goods dealer, but failed in business and then turned editor—*New York Con. Troy Times*.

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 LIKE MOTHER.

We have all read and been touched by the story of the little boy who told his mother that when he grew up he was going to marry a lady just like her. I think the following little incident is equally touching and beautiful :

Little Arthur B——, a three year-old-child was watching his mother at her household work, and looking up affectionately at her, he remarked :

"I hope I'll grow to be a lady."

"Why," said the mother, "do you like ladies better than men?"

"Ye-es!" was the answer.

"Well," said the mother, "if you grow up to be a man perhaps you will get some nice lady to come and live with you ; that is the way men do."

He looked up with a very light face and said :

"Will 'oo come and live with me when I am a man?"—*Rochester Democrat*.

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Our friend Wilkins has a little five-year old daughter by whom has been vanquished one of Lowell's most accomplished linguists—otherwise one of Lowell's most skilled tonsorial artists. She was taken down to have her hair cut the other day and opened fire upon the officiating barber with his own ammunition in the manner following, to-wit :

"Oo pitty well to-day?"
 "Yes, little girl, I'm pretty well."
 "Oo mamma well?"
 "Yes, mother's pretty well." (Snip.)
 "Oo papa well?"
 "Yes, pretty well." (Snip, snip.)
 "Oo dress yourself?"
 "Oh, yes, I dress myself." (Snip.)
 "Oo wash oo own face?"
 "Eh? Oh, yes, of course." (Gouge.)
 "Oo fix oo own hair?"
 "Yes, yes." (Snip, snip, snip—rapidly.)
 "Oo sew Sundays?"
 "Why, no, I don't sew Sundays." (Pause.)
 "Oo sit right down and read?"
 "Yes." (Snip, snip, snip—nervously.)
 "Can oo read?"
 "Yes." (Nearly takes off one ear.)
 "Oo been to school?"
 "Well, yes, some time ago." (Snip, snip.)
 "Is oo a man?"
 "Ye-es." (Thinks some of infanticide.)
 "Does oo mamma let oo smoke?"
 "Sometimes." (Tries to control a cowlick.)
 "When?"
 "When she doesn't know it." (Snip.)
 "When don't she know it?"
 "When she isn't looking." (Tries to smile.)
 "Is oo all through?"
 "Yes; all through." (Relieved.)
 "Goo by! I'll come again sometime—won't I?"
 "Do!" (Sinks exhausted.)

And the little bud of promise toddled out of the door without the baffled barber having asked her if she wouldn't have a sea-foam or bottle of hair tonic.—*Lowell Citizen.*

We overheard a queer thing the other day from the lips of two little girls, not over nine years of age. Each of them had a baby in her arms, when the elder of the two said to her companion, "Sally, can you tell a tip-top lie?" "You bet. Why?" says the other. "Why, you take your baby and I'll take mine, and we'll go round begging. You tell the people we are widows."

On a visit to the Elmira Reformatory I saw a bird flying inside of the prison.

Little bird ! will you tell me why
In these prison walls you fly ?
What lesson do you seek to bring
Loitering here, to nest and sing ?

Can you teach these erring boys
How truly sweet are innocent joys,
And while building here your nest
Wake noble thoughts in some breast ?

As they watch your brooding care
Perhaps 'twill tell a mother's prayer,
And memory make the lesson clear
While fast falls the penitent tear.

He who notes the sparrows fall
Has a voice that reaches all ;
The tiny bird and blooming flower
Have their mission and their power.

Who can tell the master mind
When He fashioned human kind,
And placed deep in each
Warring thoughts and strange unrest :

Giving to nature many a key
To ope the door where good must be ;
Leaving the choice to each and all
Strength to stand or room to fall.

SARAH E. CUMMINGS.

It may take a year or two more, but it is only a question of time when the women doctors will be admitted to full fellowship in the County Medical Society. Like all questions of progress, prejudice is awfully obstinate, and it is often the more obstinate among intelligent organizations ; but when women have their Medical College and have fully and fairly established themselves in the profession, the regular Medical Society can't long bar its doors against the sex.—*Philadelphia Times*.

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

PASSENGERS—STOPPAGE OF TRAINS.

A passenger who purchases a ticket to a station at which local trains stop but through trains do not, is not entitled to enter the first train due after he purchases his ticket, it being a through train, and demands that it stops at the station which he wishes to reach, contrary to the regulations of the company which does not permit such stoppage.

Opinion of the court—By this action plaintiff seeks to recover damages for his ejection from a train of defendant's cars, at Chilicothe, he having purchased a ticket from Laclede, east of Chilicothe to Kansas City and return. The ticket was purchased on the 8th of August, 1876, and it was on his return that he was removed from the train.

The facts, as disclosed by the records are, that after the train left Kansas City at the North Missouri Junction, the conductor informed plaintiff that he had taken the wrong train, that he should have taken the morning train, that his train did not stop at Laclede, and he could not let him off there but would let him off at Chilicothe west, or Brookfield east of Laclede, from which latter station he could return that night on another train. That plaintiff insisted on his right to be carried to, and let off at Laclede. When the train reached Chilicothe, plaintiff still insisted upon his right to be carried to, and let off at Laclede, and refusing to get off at Chilicothe or to pay fare to Brookfield, was ejected from the train.

There was a testimony to prove the conductor was insolent to plaintiff, and that more than necessary force was used to put him off.

It was also shown that defendant's road and the Chicago, Burlington & South Western railroad formed a junction at Laclede. The defendant offered evidence which the court excluded, to show what the rule of the company was at that time with regard to round trip tickets, and that under the rule train No. 4, on which plaintiff took passage, was not permitted to stop at Laclede, and that when plaintiff purchased his ticket, the agent informed him that he must not get on that train to return, because it did not stop at Laclede. The defendant also offered defendant's time table showing that train No. 4 was not permitted to stop at Laclede at the time plaintiff purchased his ticket, which was also excluded. The trial resulted in a judgment for plaintiff for \$1,200 from which this appeal is prosecuted.

Apart from the ejection of plaintiff from the train, the other behavior of the conductor of which he complains constituted no cause of action against the defendant. It could only be considered in aggravation of damages in connection with an unlawful removal of plaintiff from the train.

If his ejection was lawful then, even if more force and violence than necessary were used plaintiff cannot recover in this action because it is based upon an alleged unlawful removal of plaintiff from the cars. *Johnson vs. R. R.* 46 N. H. 213.

If his removal was justifiable, and he would recover damages for the improper manner in which it was affected, such should be the cause of action alleged in his petition.

The case therefore turns upon the question, of the conductor's right and duty to the company, to put the plaintiff off at Chillicothe.

It is contended that inasmuch as defendant's road and the Chicago, Burlington & South Western railroad formed a junction at Laclede it was the duty under sec. 29, Genl. St. 340, to stop all its passenger trains at Laclede to enable passengers to get on and off

That section has no application to passengers, other than those who desire to transfer from a train on one of the roads, to a train on the other. That is the language of the section, and it can be invoked against the company in behalf of no one except a passenger who wishes to make such a transfer.

A passenger whose destination is Laclede may take the chance of such a stoppage, if there are others on the train who desire to transfer, but the company owes him no duty to stop there for his accomadation.

With respect to plaintiff's right to have the train stop at Laclede to let him off, Thompson in his work on carriers of passengers says, "A ticket cannot be said to be either the contract or to contain the contract. The settled opinion is that it is a mere receipt, taken or voucher adopted for convenience to show that the passenger has paid his fare from one place to another. A contract for transportation may therefore be proven, independently of the terms of the ticket," page 65. at page 66 he says:

"It is the passengers duty to ascertain what train will stop at his destination. Therefore a passenger who purchased a ticket to a station at which local trains stop but through trains did not, was not entitled to enter the first train due after he purchased his ticket and demand of the conductor that it stop at his station, where, by the regulations of the company it was not permitted to do so as it was a through train." That "railway companies may make reasonable regulations as to the mode of their performance of their duties as carriers of passengers," is well settled *Johnson v. R. R.*, 46 N. H. *Cheney vs. R. R.*, 11 Met, 11 Ohio State 457. *The Pittsburgh, etc., R. R. Co., v. Nazum* 50 Jno. 141.

In the latter case it was held that, "The duty of a railroad company to the public requires that she should run her trains according to her rules and regulations without infringing them to accommodate a single passenger," and that, "it is the duty of a person about to take passage to inquire when, where and how he can go, or stop, according to the regulations, and if he makes a mistake, not induced by the agent of the company, he has no remedy."

A railroad operated at random, without fixed rules and regulations to be observed in its management, would be a nuisance and a terror to the country

through which it would pass. The probability that innumerable accidents and injuries would result from such a reckless mode of moving trains, requires the adoption and strict enforcement of reasonable regulations for their operation and management. A departure from such rules and regulations which should occasion an injury to a passenger, who is presumed to take passage with reference to them would render the company liable to such passenger in damages and this liability cannot co-exist with the rights of a passenger to have the train stop at a station at which by the regulations of the company, such train is not permitted to stop.

The court erred in refusing to permit defendant to prove the rules and regulations of the company, and the information given the plaintiff by the ticket agent when plaintiff purchased his ticket.

Nor was it necessary that the rules and regulations should have been pleaded *Farmers and Mechanics' Bank v. The Champ. Transportation Co.*, 16 Vt. 52; *Lawson and Customs*, 133.

The petition alleges, that plaintiff entered the train "by virtue of his ticket," and the answer denied all the allegations in the petition. That plaintiff entered by virtue of his ticket was denied, and the evidence excluded was relevant to that issue. The ticket was not the contract for transportation and on the authorities above cited, the defendant had the right to show that under the contract for transportation plaintiff had no right to a passage to Lacledé on that train.

The evidence offered if admitted would have tended to disprove the entire cause of action stated by plaintiff in his petition.

Hicks v. The H. & Rt. Joe R. R. Co., 68 Mo., 329, is cited as announcing a different doctrine. The allegation of the petition in that case was that "Mrs Hicks and her two infant children were received by defendant into its passenger train at Kansas City to be carried to Utica, she having purchased a ticket for passage between said points." The testimony for plaintiff was that the agent of defendant, after she purchased her ticket, told her to take that train, and assisted her and her children to get aboard.

The evidence excluded was that that train, under the rules of the company, was not permitted to stop at Utica. It was wholly immaterial what the rules of the company were with respect to that train, if the agent of the defendant told Mrs Hicks to take passage on it for Utica, and the evidence excluded if not supplemented by other testimony contradicting that of plaintiff as to the conduct of the agent at Kansas City could not have changed the result, and its exclusion could not have prejudiced the defendant.

But it was competent for plaintiff to prove that she should take that train, we cannot see why, upon principle, it was not competent for defendant not only to contradict that evidence by direct proof that such information was not given, but by any evidence tending to show that her ticket did not entitle her to passage on that train.

The instructions Nos. 2, 3, 5 and 7 asked by defendant and refused should

have been given. Nos. 2, 3 and 7 declare the law as herein announced, and No. 5 declared that the jury should not award exemplary damages unless the defendant's employes used more force than necessary to eject plaintiff from the train or acted from a wilful and malicious spirit, intending to wrong and injure him, and outrage his feelings.

The plaintiff had been told that he would not be let off at Laclede and must leave the train at Chillicothe. If he had done this he could have maintained his action against defendant, if he had the right he claimed. By refusing to do so he subjected himself to the mortification he suffered from being publicly removed from the train, and that is not a matter to be considered in such a case in estimating his damages. *C. B. & Q. R. R. Co. v. Parks* 18 in 460. If the conductor acted in good faith with no malice towards plaintiff and used only such force as was necessary to eject him, although mistaken as to his duty and plaintiff's right, it is in no case for vindictive damages. *Fink v. A. W. & S. R. R. Co.*, 4 Lansing 147. The first instruction given for plaintiff is erroneous. It declares that "if plaintiff had a ticket to Laclede the defendant's conductor had no right to put him off his train until the train had passed Laclede station and plaintiff had refused to pay his fare to the next station at which the train would stop." This would compel the conductor to carry him beyond the point to which he had paid fare. He had no legal right on that ticket to a passage for any distance beyond the station to which he had paid fare. If he was lawfully ejected he had no right to be carried on that train to Laclede. If he had paid or tendered the fare from Laclede to Brookfield the conductor had no right to remove him from the cars but refusing to pay the additional fare at Chillicothe, the only station west of Brookfield, at which he was permitted to stop the train, the conductor had a right to put him off at that station. If the conductor was not permitted to stop at any station or elsewhere, between Chillicothe and Brookfield, could the plaintiff by his own wrong compel him to stop between Laclede and Brookfield? He must either stop at a place or a station where he was forbidden to stop by the regulations of the company, or without additional fare, carry the plaintiff to Brookfield, the next stopping station. The judgment is reversed and the cause remanded.—*Logan v. The Hannibal & St. Joseph Railroad Company. Supreme Court. Missouri, May 21, 1883.*

The trite saying of good Bishop Berkley, "Westward the course of empire takes its way," is daily verified by events. Not least significant among these is the fact that the State Department at Washington has just purchased a number of Rockford Quick Train Railroad Watches to be given by President Arthur to captains of foreign vessels, in testimony of our government's appreciation of their gallantry in saving the lives of American seamen. A few years ago Geneva watches only would have been considered good enough for such a purpose. Now, among many competitors, the movements made at this far western factory are selected as being the best examples of human skill in delicate dandiwork.

FRATERNAL DEPARTMENT.

Avon, N. Y., 1884.

EDITOR R. C. MONTHLY—*Dear Sir:* We wish to notify all the readers of the Monthly that Rochester Division is alive and well. A short report of business done by us since last grand division meeting will show that we are in a very healthy condition. We have added fourteen to our list of brothers, making forty-four members of our division. With three exceptions our members are all in active service as conductors.

Our secretary wishes a more favorable report could be made of members belonging to our insurance, but hope to be able to count many more soon. The present number is twelve.

We have in our division several good workers in conferring the degrees and attending to ordinary business. Bro. Shultz leads at singing, Bro. L. P. Steims is quite an artist at playing an organ—think we shall buy the one we now have in our division room since the discovery of his ability to perform so well. Bro. Phillips assists the passengers on the cars and runs his train in very good shape considering the condition of his road; this can be verified by Bro. Consalus. Bro. Chadwick keeps an eye on the boys while at work, and assists in having everything o. k. before starting. Bro. Nash makes a very modest presiding officer, and Bro. G. H. Brown is always on hand to do his part. The secretary takes things easy, having but little to do anyway. Bro. Arrowsmith has been present at the last two meetings of the division; he is running on the Chicago and Atlantic railway—Chicago to Huntington. Bro. Sheerin, of Hannibal division, No. 39 was present at our last meeting, as he was formerly on the Rochester division of the "Erie," he was not a stranger among us.

Our division is talking up an excursion to Silver Lake via. R. & P. Railway, from Rochester, N. Y. The committee were to report yesterday, but have not heard what it was.

There is already some talk of who will represent us at grand division this year. As yet no one has been decided upon, and as the delegate must bear his own expenses this year there is not as many candidates as usual.

Our division rooms are with the B of L. E., on State street, in a new block, and really elegant. Call and see us.

Conductor J. C. Davenport lays off his run to-day for the season to take charge of the Conesus Lake railway and boats on Conesus Lake. That everything will move properly there this summer is now insured, as Mr. Davenport has had a life long experience on the railroad. Bro. E. H. Miles takes charge

of Conductor Ketchum's trains, 6 and 11, between Rochester and Attica, while Ketchum is running 3 and 16, Avon to Buffalo, during Conductor Davenport's absence. Our fresh conductor M. D. Breen will take charge of Bro. Miles's crew. Bro. Shults has returned from his last vacation and trip to Chicago, and resumed work last week. Bros. May, Howland, Sherwood, Fay and Bassett are all on deck, and usually well. Everything is lovely on the locals with Bros. N. Brown, Weisert and

"PLAIN FRIE."

VANDALIA LINE, }
TERRE HAUTE, Ind., 1884. }

DEAR MONTHLY—Seeing letters in your journal from everywhere else, while we are left out, is something we don't tolerate, about our division and city. Yet so much has been said about old Terre Haute, sedate and trim, as some one has expressed it, that we hardly know what to say or how to say it, however, there is more that can be said, and there are those here who can say it. Noted for talent and hospitality, for genuine vim and grit, nothing is left half done within her limits, consequently, No. 92 stands to the front in the way of number and enthusiasm of members, neatness and beauty of division room, and a leader who fails in nothing for the good of O. R. C., old Terre Haute, or for the Van., for which company he is yard master here.

This innate desire to excel in all things has made our little phantom engineer, Charles Bennett grow utterly reckless, and leave us, for Denver, just because the Terre Haute B. B. Club couldn't play base ball. But Charley, boy, you are too good to lose; you have been with us too long to give up. and it would not seem natural to see you anywhere else; but we will see you back, old fellow, in due time. It is second nature for the boys all to come back. We have often wondered what the attraction was; sometimes we think it is because there is no better road than the Van to work for, sometimes because there is no better place to be in than old Terre Haute, yet, no doubt, there is frequently a girl in the case, as our city is full of the prettiest in the state. There is a girl in our case anyhow, and if she don't soon return or let us hear from her, like Pindar, we will be taking a pleasure trip indeed, and chasing her home.

We are in dread lest we are to loose another comrade, who has always shown up smiling and happy, in the person of H. B. Coons; but if you leave us, Henry, you take with you the best wishes and kindest feelings of all the boys, and one so worthy cannot fail to succeed.

As we write we are presented with a picture of James H. Law. Dear, big hearted Jim, like a brother you always seemed, and what pleasant memories, of

days that are gone, can I recall to look at you, and nothing that is unkind at all. Perhaps many who read the Monthly remember him, and none but to admire. How well we remember some lines we have heard him sing—

“ Dearer seem the faces that have left us,
 Brightest seem the hours that have fled,
 Cares that have past seem the lightest,
 Those yet to come most we dread.”

We were breaking for Jim in the palmy days of the old T. H. & I. when he had for comrades such noble, jolly fellows as Yank Hibbard, Al. Roback, Jim Griffin, Bill Neimeyer, George Likert and jovial, light hearted Bill Hilbert and several others, of whom only Hibbard and Likert remain. Law and Neimeyer having died in a natural way, but poor Hilbert lost his life while on duty. How shocked we were when told that he had been run over leaving Plainfield and brought home to die. And how the genial gay hearted fellow was missed there are quite a number of boys with us yet who can testify. Since our service on the Van how many noble fellows we have seen make their last trip; how many homes we have seen made desolate, and hearts refused to be comforted, and are lonely yet to-day o'er the loss of such an one, dear alike among loved ones at home and comrades on the road, and whose excellent qualities made him invaluable as a railroad man.

VANDALIA.

MILLBANK STATION, 1884.

EDITOR MONTHLY: Receiving permission, on my arrival at Aberdeen, Saturday, May 31st from train master to go to Huron on Sunday the 1st. I met Bro. Fargo, and after a good night's rest, went to the North Western depot at 8 a. m., where we soon found ourselves aboard the train bound for Huron, with Conductor H. D. Hall in charge, and in making ourselves acquainted found that he was feeling so good that it would be impossible for any person to fail in feeling at ease and happy under his care, and I think if some one had cut his suspenders he would have gone up. And when we inquired the cause he said the boys were going to have a big time at Huron. After a short and pleasant ride the train rolled into the beautiful city, of which N. W. boys may justly feel proud. After registering at the magnificent hotel at the depot, we had no trouble in finding our way to the hall, where we met Bro. Carver surrounded by as jolly a lot of conductors as one could wish to meet. After a hearty shake with our worthy Bro. Carver, and an introduction all around, we could not help but feel that it was good to be there. At 1 p. m. we adjourned to a restaurant, (the name I disremember, but I can safely pronounce it first-class in every particular,) where an elegant banquet awaited us. There we were

met by Supt. Oliver and their train master. After doing justice to the good things provided, we listened to a few well chosen remarks from Bro. Carver, stating the object of the O. of R. C., and giving the boys some good advice in the train service. Supt. Oliver favored us with some good remarks, giving the brothers of Division 121 encouragement and his hearty support as long as they lived up to the principles of the order, after which we returned to the hall where officers were installed for Huron Division, 121. Division 99 is prospering, with three applications in and more coming.

Yours in P. F.,

FRED CAMP.

• BUCYRUS STATION, 1884.

DEAR MONTHLY: Perhaps a word from No. 62 may be acceptable. In the first place let me say that we are prospering finely, that new brothers are being admitted, and that they are all first-class railroad men and gentlemen. Our little Division, located in an old inland town of 6,000 souls and only two railroads, could not be expected to have as large a membership as others, but we are proud of the few that are members. We now number thirty members. Our Chief Conductor W. D. Burr and delegate A. H. Gardner are both the right men in the right places, and no doubt there are many brothers in western New York that will remember them as whole-souled upright men. Bros. F. H. Pease and George R. Gorham are now in Dakota. Bro. Pease, it is said, has bought a farm. We prophecy for him success, as he is one of those true, resolute, go-ahead sort of men that will always succeed. Bro. Pease has the best wishes of Leflet Division, 62. Our worthy Bro. J. M. Blakeman is located in West Virginia, and has not been able to attend a meeting of the division for over a year, but we know that his heart is with us. Bros. H. M. Kearns and Charles Stice are both at Terre Haute, Ind. Both engaged on the Vandalia line. Bro. D. T. Getter is employed by the C. R. I. & P. R. R. at Chicago. Bro. W. S. Toles is at Huntington, Ind. Bro. W. D. Fowler at Massillon, Ohio. Bro. C. P. Harding at Galton, Ohio, on the N. Y. P. & O. Ry. Bro. Jud Field at Delphos, Ohio. Bro. Isaac Johnson at Springfield, Ohio, on the I. B. & W. Ry. Bros. George W. Morfier and O. W. Crooks on the B. & O. Ry., between Garrett, Ind. and Chicago Junction, Ohio. Now, dear Monthly, the rest of No. 62 are at home, and thank God, are all enjoying health and happiness, and with our shoulders to the wheel are bound to have a house for our absent brothers to return to, and also we extend an invitation to all brothers of the grand old order, if convenient, to pay us a visit, and they will receive a cordial welcome and the greeting of Perpetual Friendship.

Left division has rented a new hall, which we will remove to soon, and we hope that it will very much better our condition. If you please, Mr. Editor, I wish you to answer our question: What really and absolutely constitutes eligibility for membership in our order? Please favor and oblige.

Yours in P. F.,

B. F. OSBORNE.

ANSWER—See Sec. 2 of Art. 3, Page 17, Revised Edition Constitutions and Statutes, as follows;

WHO ARE ELIGIBLE TO MEMBERSHIP.

SEC. 2 No person shall be eligible for admission to the Order unless he is actually employed as a Conductor on a surface railway and has had at least one year's experience as such, provided that any person has had five years' experience as a Conductor on a surface railway, and is, at the time of making application, in active service on a surface railway, shall be eligible to membership

NIAGARA.

AN EXCURSION THAT WAS AN EXCURSION.—THE ANNUAL OUTING OF THE ORDER OF RAILWAY CONDUCTORS AND THEIR FRIENDS.

The excursion of the season took time by the forelock this summer, and has already placed the excursion standard so high that all that follow will have a big time getting there. The excursion of the season, needless to say, is that to Niagara Falls, conducted annually by the Order of Railway Conductors in this city, as jolly a set of fellows as ever set foot in shoe leather, and who understand to a fraction the requisites for running an excursion successfully. Their object in conducting these yearly pleasure trips is a laudable one, the profits going to swell the funds of their benevolent society. This year it was decided to hold the excursion early in the summer instead of late, as last year; and the wisdom of the decision was demonstrated by the success which was attained yesterday.

Last August two trains were run, one on the C. S. R., the other on the Loop Line, to accommodate excursionists. Yesterday but one left on the C. S. R., and, strange to say, it carried more passengers than both trains did last year. The morning opening warm and sultry, all who could seek the coolness of Niagara's banks did so, and 600 boarded the train at St. Thomas station, and fully 100 more at Tilsonburg and Waterford, so that there were over 700 people on the excursion. Leaving here twenty minutes after 10 A. M., Niagara was reached shortly after 2. The train stopped for a brief time at Falls View,

and then steamed on to the Cantilever bridge, which was minutely examined by the passengers. The train was afterwards backed up to the Niagara Falls station, where the excursionists disembarked and spent the afternoon and evening taking in the sights. The electric light, as displayed on the American side of the Falls, was greatly admired, and most of the visitors remained at Prospect Park until train time approached. Leaving the Falls at 10 o'clock the city was reached at 3, everyone vowing the excursion a complete success.

The gratifying results are to be attributed to the high reputation for pleasure and comfort which past excursions under the same auspices have won, and the admirable manner in which every particular that could add to the enjoyment of the excursionists was attended to. On the manager, Mr. Ben Arnum, and the secretary, Mr. Wm. Ingram, fell the burden of the work of preparation, but they were ably seconded by an energetic committee, many of whom were on the train yesterday assisting in "making things comfortable." Mr. John McFerran had the excursion train in charge, and the engine was driven by Mr. S. W. Whitcombe. On the train was Mr. J. C. Moorhead, assistant superintendent of the road, and to him, and to Mr. J. B. Morford, superintendent, to Mr. Botts, master car builder, and to Mr. Lavan, Canadian passenger agent, the organizers of the excursion are under many thanks for kindnesses received.

The excursion, it should be stated, was largely patronized by residents of the county.—*St. Thomas Journal*.

BEARDSTOWN, Ill., 1884.

C. S. WHEATON, Esq., DEAR SIR :—I will now say a little for our road and officers. Our superintendent is Mr. S. E. Crance, a very nice man and well liked by all the boys ; he is an old passenger conductor from the main line. Next is Mr. W. C. Brown, our efficient train master, with Mr. P. H. Houlahan, as his assistant ; and then we have Mr. S. W. Brown, our chief dispatcher and car distributor, with Glover, Horton, McGuire, Berry and Lahey as dispatchers, and a good set they are. Our road is in fine condition, steel rails and well ballasted. Our road masters are Mr. J. Murphy and Mr. C. E. Jones, both good men. We have a good set of train men. We have on passenger : Stanton, Barber, O'Brien, Willis, Pollard, Degroot, J. Crance, Flaherty and Sullivan, with Strain and Young as extra. On local freight we have Taylor, Hagdone, Daley, Coons, Whitfield, Strain and Young ; and on through freight we have Terry, Murphy, Revell, Corya, Vanway, Bysant, Parker, Horn, Waters, Trainor and White, with Tuller on construction. We have also good engines and engineers : 351, Betts and Mason ; 81, Evesoll and Ritter ; 223,

Buck ; 28, Wheatley ; 64, Bromley ; 96, T. Murray ; 104, McClure ; 125, P. Murrin ; 164, DeSollar ; 194, Richards ; 31, Heinzu ; 330, Hoover ; 333, H. Green ; 356, Bond ; 358, J. Murriin ; 359, Mundon ; 360, Bissell ; 361, Nold ; 362, M. Murrin ; 363, S. Green ; 364, M. Hurley ; 366, Biddison ; 367, J. Murray ; 368, Leason ; 369, Maney ; 370, James ; 371, T. Hurley ; 372, Heady ; 373, Heaton ; 375, Norbury ; 376, Bristol ; 377, Catlin ; 378, Condon ; 379, Hertlein ; 380, Ellwood All under the management of Mr. A. Forsythe, M. M.

Our division is officered by the following brothers : B. Y. Hagadone, C. C. ; S. A. Young, A. C. C. ; T. V. Strain, S. and T. ; F. Hamilton, S. C. ; S. Taylor, J. C. ; H. Reeves, I. S. ; J. Broderick, O. S.

Am very sorry our division was not represented at union meeting at Peoria, but the brother that was to go was sick in bed, and then I was going but my family was sick so that I could not go, but will try and be in St. Louis to attend. We have several new members and more knocking at our door. Remember Friendship division 81 when passing through Beardstown, Ill.

Brother Hagadone is a little better and sitting up to-day.

Yours in P. F.,

S. A. Y.

CROOKSTON, 1884.

EDITOR MONTHLY : Maxwell Division No. 75, of which I am a member, has been foolish enough to make me their correspondent for the Railway Conductor's Monthly. I say kind enough or foolish enough. I do not intend to convey the idea that my brothers have not the usual amount of good sense which characterizes our brotherhood generally ; but it does seem to me that some other brother would have been a wiser choice. Writing for the public is something which I never did, and never thought myself capable of doing. However, having had some little acquaintance with you personally, and knowing the charity of our brotherhood, I do not feel like disappointing totally those who have had so good an opinion of me as to make me their correspondent. I am, like the rest of humanity I suppose, a sympathetic being, influenced greatly by my surroundings. For instance, if the day be a cold, damp, dismal one its elements seem to enter into and become a part of us, and we are cold and dismal, both in appearance and actions. On the other hand if it be a bright, beautiful, sunshiny day we see sunshine on the countenance of all whom we meet. Well to-day we are having one of those beautiful days. The sun shines in splendor, the earth's carpet has been renovated and put on a new green, the trees are hiding their naked limbs with a new gown, and there is

music everywhere, even in the click of the mason's trowel and the carpenter's hammer. It may seem strange but the steady clicking of the sewing machine in the adjoining room, as my wife stitches for the little ones, has a sort of music this morning which is far from disagreeable. Rather pleasant I think. I want my brothers who have never been in this northwestern country to know that these beautiful sunshiny days are not exceptions. Our spring, summer and autumn are one long beautiful day, and no where can vegetation be more rapid. I cannot say as much for our winters. They are cold and long, yet we escape that damp foggy atmosphere which is so long a forerunner of winter and spring in a more southern latitude. When winter comes upon us here he comes with a swoop and a swirl that freezes, and we stay frozen until summer approaches with her warm gentle breath and drums winter back to his northern lair.

Farmers have had ample time to get in their crops and this year they have done it well. Wheat has a splendid start and if no unforeseen destroyer blights the prospects, there will be a far greater amount of wheat raised in Minnesota and Dakota this year than ever before. We greatly hope that this may be the case, for when the farmer thrives everybody thrives. I hope that no person will entertain the idea that wheat is the only thing that can be successfully grown here. I only spoke of wheat as being the leading commodity. Oats, barley and all sorts of vegetables are raised as successfully as wheat, and farmers are growing into stock slowly but surely, and the day is not far distant when stock raising will be no small feature in the industries of this country. In my next I wish to speak more fully on the prospects of this part of the world. At present I wish to add that I am an employe of the St. P., M. & M. Ry., and that while this road is feeling the effects of the dull times, yet we are doing a fair amount of business and holding our own with other lines throughout the states. There is no grumbling on the part of employes so far as I know; all feel as though they had been justly dealt with.

Maxwell division No. 75 is doing well, but as there are some points on which I am not well posted, I will defer saying anything further until I have consulted our Chief Conductor, J. S. Maxwell, and Secretary, D. H. Williams.

Yours with brotherly regard,

J. B. C.

PALESTINE, Texas, 1884.

MR EDITOR: In view of the many changes now taking place on our various railroads, such as standard time, the twenty-four hour system, and we have a fair chance of having uniform signals established over many of our lines, all of

which are very good, and no doubt will, in many cases, be a preventive of accidents, it would be well to look around and try to find other changes that might prove equally as beneficial to all concerned. One that I believe would be the means of preventing accident on double track roads is for trains to keep to the left instead of the right hand track, as is the custom at present. By such a move the engineer, who is the only man on a train who is always looking out and ahead, would discover any obstruction on or defect in track used by opposing trains and could notify those concerned, even a broken rail would not be missed by his experienced eye. On many of our roads train orders are given wherein the number of the engine is designated, if trains were run on the left hand track the engineer could see the number of opposing engine without leaving his seat; no telling what accident might be avoided by the engineer remaining at his post. This would apply best where roads are part single and part double track. Many good reasons could be given for this change; it is a small matter, but I believe would be the means of avoiding many accidents if adopted.

Another change that would be very beneficial to both rail road companies and conductors and that is license. License your conductors and engineers and you can have good men. Allow no man to run a train who has not a license. Do not give a license to any one who cannot pass a rigid examination on all subjects pertaining to his train or engine. The license to be similar to that of river pilots. The examination to be before a board of examiners, appointed by such person as the law would direct. It certainly would be good for the rail road companies as they would get men who understood the work to be performed. The officials could rest easier, knowing that their property was in the hands of competent and experienced men. The traveling public would feel safer if they knew that their conductor fully understood his business, and had not just left the dry goods counter or grocery store to be appointed to an express train by his uncle who just received the appointment of president or superintendent from a new board of directors.

If a license law, such as the river pilots now have was passed, and conductors held strictly to such a law, I believe it would be the means of making them more steady in their habits, and entirely doing away with the tramp element which is a very great bore in the southern country at least.

I have been informed that such a law is before the Iowa legislature at present. I hope it will pass, not only in the state of Iowa but all over our country. Another good move is now before the New York senate, that is for all cars to be built of uniform height. I have known cars of one rail road company to

have two feet of difference in height. They are not and cannot be safe to couple ; serious accidents and loss or life occur from such difference in the height of cars.

P. F.

PEACH SPRINGS, A. T., 1884.

EDITOR MONTHLY : The bridge across the Colorado river has washed out, consequently business on the A. & P. is very dull.

Conductors Simpson and Curtis are visiting friends in the east. Conductor Roberts has been laying off for the past two months. Vandalia Platner had his run. Conductors Frank Wood and James Walsh have been "laying off," and had a "round up" at Cedar Ranch. Conductor W. D. Hartman of second Division came up to see us June 1st, and was duly enrolled as a member of Division 85. Division 85 has sent in nineteen names for insurance and thirty-two subscriptions to Monthly. Can any other Division of twenty-five members show a better record ? Conductor Thomas Topley has just started for "Merrie England" to visit his parents at Cliff near Rochester. Court Perry has Topley's run in the mean time. His regulation cap is very becoming.

What we would like to see : The eleventh session of the Grand Division held at Los Angeles, the G. C. C. at Peach Springs, 2,000 members in our insurance, a conductor's license, A & P. car No. 9, more correspondence in the "Monthly," a Union Meeting in the far west.

AZTECAN.

WHAT HE SAW BEFORE HIM.

"You mean to say—but tell me quick—
Your lady is not—dead ?"

"Well ! no, not quite, but she is sick—
There's no trouble with her head.

You see, this morning we awoke
As usual and dressed ;

I noticed that she never spoke,
And seemed somewhat depressed.

"Yet all went well until she stood—
Oh ! horrors, what a sight !

Uplifting, in a careless mood,
A something gleaming bright.

Excuse these tears ; but weep I must—
Before the mirror there,

I saw, oh fate, my darling thrust—
A dagger—in her hair.

—*Sunday News Dealer.*

YARD MASTERS' DEPARTMENT.

All matter under this head must be in the hands of the editor on the 15th of each month. We respectfully solicit correspondence ; make them brief, pointed and as interesting as possible.

All those who attended the Tenth Annual Meeting of the Y. M. M. B. A., at Atlanta, can testify to the great kindness with which all were treated, both when en route and while at Atlanta. We will all remember the kindness of Bro. Bennett and his warm hearted associates at Cincinnati, and the fine entertainment of the warm hearted Southern gentlemen at Chattanooga, enabling our entire party to visit Lookout Mountain and spend the day amid the grandest scenery in one of the most historic spots known to this country, the view of which, as it appeared to us from Point Lookout, will never be effaced from our memory. Such scenes and so many kindnesses ought to nerve the members of this grand association to more thorough and effective work. Gentlemen, our next claim might be to assist one of these same Yardmasters that so royally entertained us, or perhaps his family ; then with a will let us make that benefit such as we will feel proud to have the local secretary hand to those who were entitled to receive it. Work ; for it is by work only that we succeed. A good president, competent vice-presidents, able secretary and treasurers will not make our association a success, but members, strong, tried and true, will make it a grand success. Let us see how much, not how little, we can do in one short year.—Ed.

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SECRETARY AND TREASURERS TENTH ANNUAL REPORT.

INDIANAPOLIS, IND., April 30th, 1884.

Number of members, April 30th, 1883.....	705
Number of new members since April 30th, 1883, to April 30th, 1884.....	337
Number of members forfeited membership for non-payment of dues.....	123
Number of members deceased.....	9
Number of members reinstated.....	2
Number of members voluntarily withdrawn.....	2
Total membership.....	910

RECEIPTS.

Cash in Treasury, April 30th, 1883.....	\$ 510 49
Cash received from admission fees.....	674 00
Cash received from assessments.....	7,254 00
Cash received from reinstatements.....	4 00
Total.....	\$8,442 49

EXPENSES.

By cash paid Mrs. John Kehoe.....	\$ 558 00
" " Mrs. James M. Darrow.....	660 00
" " Mrs. Martin Long.....	685 00
" " Mrs. Lyman P. Taylor.....	700 00
" " Mrs. William M. Brown.....	705 00
" " Mrs. Joseph Peterson.....	708 00
" " Mrs. Oliver C. Peppard.....	720 00
" " Mrs. Edgar A. Hardy.....	740 00
" " C. W. Gerard, administrator of the estate of Wm. Graham.....	760 00
" " For postage.....	48 00
" " For printing.....	213 97
" " For stationery.....	48 25
" " For short-hand reporter.....	20 00
" " Secretary and Treasurer's salary.....	520 00
" " For telegrams.....	2 30
Total.....	\$8,064 32
Cash in Treasury.....	\$1,358 17

JOSEPH SANGER, Secretary and Treasurer.

MENTIONS.

—We are pleased to note that the new division at Omaha, Neb., No. 126, is named after our old-time friend and brother, Harry Gilmore. Brother Gilmore is one of the oldest members of our order.

—We have been informed by good authority that John A. Mitchell, formerly a member of St. Paul and Minneapolis Division, No. 40, was killed instantly by a stroke of lightning at his farm in Dakota, on June 6th.

—We are a day or two late with this issue on account of absence of the editor on a business trip and moving of the Gazette Company to their new quarters, No. 104 Lake street, where we are now all pleasantly located in one building.

—Among the responses to the union meeting of the New York state Division we note one from our brother and worthy associate editor, E. H. Belknap, as follows, by wire :

Feeling in need of a little rest,
Only too pleased to be your guest.

—We had the pleasure of visiting Cincinnati division No. 107, on Sunday, June 8, and were pleased to see the interest manifested in the work. Four candidates were duly initiated and the secret work exemplified. The brothers there have our thanks for their kindness during our visit and our trip over the Cincinnati Southern Railway. The officers of that line also have our thanks for special kindnesses.

—On Saturday, June 14th, we visited Indianapolis division No. 103, and had a grand good time. Witnessed the initiation of one candidate. This division now numbers nearly forty members and is growing nicely, and we feel sure should any of our brothers travel that way they will never regret a visit to No. 103. The brothers there and the gentlemen of the Bates House have our thanks for many kindnesses.

—Mrs. Pierre Lorrillard, Jr., of New York city, is now said by the *New York World* to be the authoress of the novel "Those Pretty St. George Girls," lately published by T. B. Peterson & Brothers, Philadelphia. It is a great pity that this was not made known at the time the charming romance was published, for "Those Pretty St. George Girls" had by far too much merit to be given to the world anonymously.

—Capitol City writes us that he thinks the older divisions should take the lead and give all an incentive to work for the success of our insurance, and he desires the attention of all called to the fact that it is a good investment in a business sense. He suggests a full statement of claims paid on our notice cards, and a thorough study of the law by all members of our order. We thank the brother for his ideas and would be pleased to hear from him again.

—All persons are hereby warned against granting any favors on account of the Order of Railway Conductors to Thomas E. Pillon, formerly a member of Division No. 40, at St. Paul. He has been expelled for defrauding members of our order and deserting his family, leaving them nearly destitute. He has obtained some money on the plea of sympathy for his family. Any one having anything to give to his family should send it in care of R. L. Willard, secretary of No. 40.

—Information in regard to Lion Pari, or Napoleon Pari, formerly of St. Pulfice, P. Q. He has been traced to the Boston and Albany Railroad, where he was employed as brakeman on that line; thence to Springfield, Mass., in 1883, where he was employed by the New England Railroad in a similar position, since that time no trace of him can be found. Any one knowing of his whereabouts will please inform this office. His mother and brother are very anxious to hear of him.

—All railroad officers and conductors are hereby warned to be on the lookout for one Theodore C. Miller, who represents himself by card as being a conductor on the R. W.

& O. Ry. He is not and never has been a conductor on any railroad, but was at one time, we believe, a brakeman on the above road, and that was a number of years ago. He has of late represented himself as a conductor, and endeavored to gain favors on this account. Beware of him. He is a fraud of the first water.

—Brother B. Y. Hagadone, of No. 81, has been sick for the past six months with dropsy of the kidneys and has been advised that he must go to San Francisco as the only hope of recovery. As division 81 is small in numbers and are doing as well as they can for the brother, it has been suggested that the brothers of our order interest themselves, and that contributions be sent in promptly so that he may be enabled to go to the Pacific coast and receive any benefit that may be had. Division No. 58 and brother W. P. Daniels have each made a substantial contribution. Let all who feel disposed contribute their mite and thereby relieve the distress of our worthy brother.

—Mr. Joseph P. McCann is hereby appointed South Eastern Passenger Agent, vice Mr. D. W. Janowitz, and will have charge of same territory, namely: All of Pennsylvania east of the Northern Central Railway, and States of New Jersey and Delaware, all of Maryland east of the line of the Northern Central Railway, and the Pennsylvania R. R. from Baltimore to Quantico, including the latter, and the R. F. & P. R. R. to and including Richmond. Correspondence pertaining to passenger matters in the above territory will be addressed to Mr. McCann, at 243 Broadway, New York. H. B. McCLELLAN, General Eastern Passenger Agent. Approved: H. C. TOWNSEND, General Passenger Agent. We are pleased to note the above order, and all Joe's friends will extend him their hearty congratulations.

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PERSONAL.

—Bro. T. F. Kidwell, of Division No. 60, is now train master on Dallas and Ft. Worth sections T. & P. R.

—Bro. A. S. Knapp is still running a passenger train of the I. B. & W. R., and just the same genial Guss as ever.

—Bro. Edward Lynch, of No. 45, called at our office on Friday, June 20. We were pleased to see him looking so well.

—Bro. W. S. Garr is now in charge of a passenger train on the C. V. W. & M. R., and is pleasantly located at Greenville, Ohio.

—Bro. R. H. Stuart is again confined at home on account of a severe nervous attack. Bro. Thad Tannery is officiating in his absence.

—Bro. George D. Long, of the Middle Division P. R. R., and a number of Division No. 80, was pleasant callers at our office, June 19th.

—We regret to learn that bro. A. W. Paton, of Des Moines Division, No. 38, is seriously ill at his residence in Des Moines. We hope to hear of his speedy recovery.

—Bro. F. E. Ketchum, formerly of Waterloo, Iowa, is again on deck and is located at Huron, Dakota, and engaged in the mercantile business. He, with his partner, Mr. Davis, publish the Huronite. We are right glad to know that he is again with us.

—R. C. Donnell, formerly a brakeman on N. C. R., is in the city, having returned from Brookville, Kansas, where he is now employed, with the remains of John Lynch, who was killed at Montero, Kan., while in the employ of the U. P. R. as brakeman.

—Bro. J. M. Babcock, C. C. of Division No. 78, who has been night yard master at Savanna for over two years, has resigned that position to take charge of a train on R. So. W. Div. of C. M. & St. P. Ry. Jim's first love was too great to remain from it any longer.

—Bros. E. Gerst and P. Stump, of Neversink Division No. 52, visited Elmira on Wednesday June 24th. While in the city Bro. Stump invested quite largely in telephone stock.

—Bro. Frank Chamberlain is at home shaking hands with old friends, but uses the left hand to shake with, having had the right one badly smashed while making a coupling. We hope Frank will remain with us now and fare better, and keep away from the "cactus" country.

—Bro. Harry Gilmore, of Division No. 126, attended the yard master's annual meeting at Atlanta, on June 11th, and also Col. George J. Johnson of No. 61, H. B. Whitney, of No. 31, James Huffman, of No. 92, James Cahill, of No. 36, S. F. Randall, of No. 89, J. H. Carpenter, of Division No. 98, and bro. Bates, of Denver Division No. 44.

ORDER OF RAILWAY CONDUCTORS.

ELMIRA, N. Y., June 1st, 1884.

To Chief Conductors and Secretaries of Divisions :

BROTHERS—You are hereby notified that the union meeting of all the divisions in the State of New York, will be held in the hall of Elmira division No. 9, on Sunday, June 29th, and will be called to order at 10 o'clock A. M. A cordial invitation is hereby extended to every member of your division.

Hotel rates not over \$2.00 per day. Headquarters at Delevan House.

We are expecting Past Grand Chief Conductors, W. L. Collins, C. A. Stanchfield, J. R. Morford and J. H. Kimball ; Grand Chief Conductor C. S. Wheaton ; A. G. C. C., Samuel H. Defries ; G. S. and T., W. P. Daniels ; G. S. C., James Loughlin ; G. J. C., E. H. Belknap ; G. I. S., L. P. Martin ; G. O. S., J. D. Hamilton, and brothers Ryan, Randolph and Robinson of the Executive Committee, and brother Soule of the Insurance Committee, making a full corps of Grand Officers, and many others who are prominent members of our grand division, including brothers L. R. Carver, H. S. Chapman, W. J. Jackman, F. Rosencrans, J. C. Whissen, E. B. Hunt, Ben Arnum, Jas. Ogilvie, E. A. Sadd, W. J. Durbin, C. R. Aston, R. E. Fitzgerald, H. Shew.

Candidates will be in attendance in order that the work may be exemplified fully if desired. We desire to call your attention to the great need of such meetings and a full, free discussion of the needs of our order. They will do more to perpetuate our Association than any that can be made. Please see to it that some brother from your division attends. Please inform us soon of your acceptance of our invitation.

Yours truly in P. F.,

C. A. MILLARD.

C. A. WARD, Sec.

COLUMBUS, Ohio, June 17th, 1884.

To Chief Conductors and Secretaries of Divisions :

BROTHERS : You are respectfully invited to be present, or any delegate you may send, to participate in a Union Meeting, to be held in the hall of Hollingsworth Division, No. 100, Order of Railway Conductors, Wednesday, July 9th, 1884, at 10 o'clock a. m.

We have the personal assurance from Bro. Grand Chief Conductor, C. S. Wheaton and Bro. Grand Secretary and Treasurer, W. P. Daniels, that they will be present on this occasion.

This meeting includes all Divisions in Ohio and adjacent states, and it is greatly desired by the Bros. of Division No. 100 that every Division send a delegate.

We also call attention to the great importance of this meeting and of matters that may be brought before it for the good of the order.

Please see that some Brother from your Division attends. Also inform us, as soon as practicable, of your acceptance of this invitation, and the names of delegates expected to be present.

Headquarters, Exchange Hotel. Rates, \$2 per day.

AUSTIN BULMAN, C. C.

W. C. FELTROW, Sec'y and Treas.

CHEYENNE, June, 1884.

WHEREAS—Cheyenne division No. 128, of the O. R. C., was organized at Cheyenne, Wyo., June 4, 1884, by W. P. Daniels, G. S. & T., assisted by Bros. George W. Hammond, of Division No. 35, and W. W. Hinkley, of Division No. 44. Be it

Resolved, That we the members of said Division do most sincerely thank Bros. Daniels, Hammond and Hinkley for taking such an active part in our behalf. And be it further

Resolved, That we extend our thanks to Bro. L. W. Waterbury, our worthy C. C., for his kindness in presenting our Division with Charter Frame for our lodge room, and that a copy of these resolutions be sent to each of said brothers, and a copy be published in the Conductors' Monthly.

J. C. FERGUSON, }
F. W. RICKER, } Committee.
B. B. FOUST, }

SAN ANTONIO, Texas, 1884.

ORDER OF RAILWAY CONDUCTORS. }
SAN ANTONIO DIVISION No. 76. }

Do hereby tender their thanks to W. G. VanVleck, Division Superintendent, G. H. & S. A. Ry. system, for courtesy extended to conductors of said road in effecting transportation of the effects of brother O. H. Sperry, deceased, from San Antonio to La Veta, Colorado; and

WHEREAS—The Wells, Fargo Express Co., has so kindly sanctioned the request of W. G. Van Vleck in transporting said effects free of charge; therefore, be it

Resolved, That a copy of these resolutions be forwarded to W. G. Van Vleck and to J. M. Nixon, agent Texas and Wells, Fargo Express Co. Said resolutions to be entered on the minutes of the order and published in the Railway Conductors' Monthly.

B. SINCLAIR, }
J. H. COLE, } Committee.
C. SPANGLER, }

OBITUARY.

THE LATE GEORGE F. PENLEY.

At a regular meeting of Z. C. Priest Division, No. 56, Order of Railway Conductors, held at the division hall, May 17th, 1884, it was unanimously resolved that a committee be appointed by the chief conductor to draft suitable resolutions of respect to the memory of Mr. George F. Penley, engineer, who was killed in a collision at Chittenanago Station, on the N. Y. C. & H. R. R. R., May 17th, 1884.

The committee reported the following, which was agreed to unanimously:

WHEREAS, Death has removed from our midst one who, in life, was an object of warm regard and esteem: and

WHEREAS, It is fitting that a public expression be given to such regard and esteem; it is

Resolved, That we, the members of Z. C. Priest Division, No. 56, Order of Railway Conductors, sincerely mourn the loss of a most kind and genial companion and fellow-workman, and that we extend to Division No. 46, Brotherhood of Locomotive Engineers our sympathy for the loss which they have sustained of a most worthy brother and mem.

ber of the profession to which he belonged, and that we will ever cherish the memory of and hold in the highest regard the name of George F. Penley.

Resolved, That we extend to the family of the deceased our heartfelt sympathy and condolence, and trust that such consolation may come from Him who alone is able to send comfort and peace to those who are called to mourn the loss of husband and father; and it is further

Resolved, That a copy of these proceedings and resolutions be furnished the Daily Press and Knickerbocker for publication, and that a copy be sent to the local division of the Brotherhood of Locomotive Engineers and the family of the deceased, and that the same be spread on the record of this division of the Order of Railway Conductors.

HERMAN FONDA,
JOHN W. SLACK,

JAMES D. EATON, }
GEORGE WATERS, } Committee.

TRENTON, Mo., 1884.

Brother H. W. Bell, secretary and treasurer of division 42, was taken very suddenly ill while on the road Tuesday evening, June 3d. He was sent back home on No. 1, kind friends doing everything they could for him. He became unconscious before reaching home and never spoke again. His right side being paralyzed, he lay as though asleep until Friday morning, when the messenger of death came, and at 7 o'clock he passed away, surrounded by his sorrowing family and friends. Thus went one of our brothers, leaving home in perfect health only to be brought back unconscious, and linger a short time without ever knowing that loving hands were doing all they could, and brothers were standing around his bed with aching hearts watching for a change for the better that never came. In the death of brother Bell, division 42 has lost one of its most faithful members, as brother Bell had not missed a meeting for years, and our order in general loses a faithful worker. He was buried June 8th, sixteen conductors acting as pall bearers and escorts. Kind friends covered the casket with flowers, among them we noticed two beautiful wreaths, one containing the letters "O. R. C.," and the other, "Division 42." After the funeral a called meeting was held at the hall and the committee on resolutions appointed, who presented the following :

WHEREAS—It has pleased the Grand Chief Conductor of the Universe to take from among us our late brother, Harry W. Bell; be it therefore

Resolved, That the heartfelt sympathy of this division be extended to his family in their affliction.

Resolved, That in the death of Bro. Bell, division 42 O. R. C., sustains a loss that can never be filled, his wife an affectionate husband, his four children a loving father, and the community at large a good man, known, respected and esteemed by all.

Resolved, That these resolutions be sent to our daily papers and to the editor of our Conductors' Monthly for publication, and that a copy be spread on the minutes of our division.

E. A. STONE, }
S. R. GREEN, } Committee.
C. S. GLASPELL, }

CIRCULAR NO. 5.

ELMIRA, June 25, 1884.

To all Divisions :

In future when a member is accepted in your division, either upon a Grand Division card or withdrawal card, you will see that the obligations of both degrees are given the brother so accepted. Excuses are becoming very frequent that brothers forget the obligations and requirements and thereby violate our law. By complying with the above order you will at least obviate any chance for such excuses in future.

Truly in P. F.,

C. S. WHEATON, G. C. C.

CIRCULAR NO. 9.

BROTHERS : The following are reported :

Reinstated—By Division No. 1, March 23d, Levi Horn.

By Division No. 10, May 20th, W. A. Garrison.

By Division No. 37, May 4th, L. Steamers.

By Division No. 38, May 18th, J. J. Woodward.

Suspended—By Division No. 9, June 22d, M. L. Mason, for non-payment of dues.

By Division No. 70, May 25th, R. A. Porter, for non-payment of dues.

Expelled—By Division No. 37, June 1st, J. H. Jones, for selling liquor.

By Division No. 40, May 18th, Thos. E. Pilon, for defrauding members and deserting his family.

By Division No. 40, June 15th, John Abercrombie, M. E. Doyle, Tim Lyons and H. C. Brinted, all for selling liquor.

By Division No. 43, June 15th, Cyrus Campbell for intoxication and wife beating.

By Division No. 44, May 25th, David Graham, for embezzling \$94.00 belonging to the division; and June 8th, Geo. C. Davis, for violating his obligation.

By Division No. 51, June 1st, Jack Baker for intoxication and striking his wife.

By Division No. 77, May 9th, J. C. Young, for fraud.

By Division No. 78, June 8th, C. Protexter, for violation of obligation.

By Division No. 83, May 21st, Thos Brown, for selling liquor.

Lost Cards—Look out for them, and if presented take up and send to me : No. 634, issued March 8th to A. N. Smith, of Division No. 51 : No. 1215, issued April 24th to D. Burleigh, of Division No. 38, and No. 1607, issued May 29th to S. W. Smith, of Division No. 4.

The following notice of assessment will be issued on the 25th inst. :

Notice of Assessment No. 28. Time for Payment Expires July 25, 1884.

NAME.	DIVISION.	DIED.	CAUSE.	AMT.	PAID TO.
Thos. J. Joyce.	Mass'n City, No. 22.	Feb. 23, 1884	Strangled.	\$540 00	Mrs. T. J. Joyce.

The above amount has been paid to the widow of brother Joyce. You will please forward ONE DOLLAR to me within thirty days from the date of this notice, in accordance with Article XII. There was at the time of brother Joyce's death, 592 members in the Insurance Association, but 52 are delinquent on Assessments Nos. 26 and 27. If a notice that you are delinquent, is stamped on this card in red ink, please forward Two Dollars additional, Three Dollars in all, immediately, with a Certificate as required by Article XII. The time for re-instatement of those who are delinquent, expires June 30th, and the amount must be mailed before that time. All who are delinquent are earnestly urged to re-instate themselves, thus giving the widow of our dead brother her due, and preserving for themselves the benefits of the best Insurance Association in existence. There are now 822 members in the Association.

Yours truly in P. F.,

WM. P. DANIELS, Grand Secretary.

Examine the date of your Insurance Certificate and if it is prior to February 24th you should receive a notice and if it does not come in due time notify me or remit without waiting for the notice, always bearing in mind when sending assessments or writing about your insurance to *give the number* of your certificate. When you receive a notice, always return the notice with your assessment whether you want a receipt or not; when you want a receipt place a two cent stamp on the address side of your notice. Many members complain because this two cent stamp is required. Brothers, it is a requirement made by *you* and not by me; see Article XXIII of your Insurance Laws. There is no provision made for paying this from the funds of the Grand Division, and as it amounts to over ten dollars I cannot afford to do it myself. Those to whom it is convenient can deposit the amount in the *Second National Bank*, Elmira, New York, to my credit and send me the receipt as cash; this will be absolutely safe for you and save you the expense of procuring an order or draft; I will be responsible for all money deposited thus, or all sent by either bank draft, post office order or American Express order. Please be careful to distinguish between postal *orders* and postal *notes*; I assume no risk for the latter, and if you send by postal *note* it is at your *own* risk. Yours truly in P. F.,

WM. P. DANIELS, Grand Secretary.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 59, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1481 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS F. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

- Chicago Div. No. 1, Chicago, Ill.** C. C. C. W. Card, Rochelle, Ill.; Sec. and Treas. C. L. Loveland, Maywood, Ill. Meets 1st and 3d Sunday in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C. E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets 3d and 4th Mondays in each month at 7:30 p. m., in Stendt's Hall, over 198 East Seneca street, Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., Frank M. Sanders, Box 7, Marshalltown, Ia. Meets first and third Sundays in each month at 2:00 p. m.
- Collins Div. No. 5, Baltimore, Md.** C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets 1st and 3d Monday of each month at 9:30 a. m., and 2nd and 4th Saturday at 8 p. m., during summer, and 7:30 p. m. in winter, Knapp's hall, Holiday-st. opposite City hall.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Sunday at 2:00 p. m., in K. of P. room, Castle Hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 184 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fanin-st.
- Rochester Div. No. 8, Avon, N. Y.** C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 3 p. m. in I. O. O. F. Temple, Water street.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 632, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., J. C. Weeks, Emporia, Kansas; S. and T., C. M. Hatfield, Emporia, Kansas. Meets in Masonic Temple 1st and 3d Sunday in each month at 2 p. m., at S. E. corner 5th ave. and Merchants st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., W. S. Dunn, Scranton, Pa.; Sec., P. F. Duffey, 1602 Price street, Scranton, Pa. West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.
- Union Div. No. 13, St. Thomas, Ont.** C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 283. Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., A. J. Thieman, 244 Taylor street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month, at 2 p. m., in Hall over 1st National Bank, 127 Superior-st, Cleveland, O.
- Stratford Div. No. 15, Stratford, Ont.** C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.
- London Div. No. 16, London, Ont.** C. C., John Turnbull, 514, York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Stracham ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.
- Three States Div. No. 18, Cairo, Ills.** C. C., W. H. Gehman, box 253, Mt. Carmel; Sec., J. H. Decker, box 253, Mt. Carmel, Ills. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.
- Daniels Div. No. 19, Elkhart, Ind.** C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntley, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 8 p. m., Old Masonic hall, Main-st.
- Garfield Div. No. 20, Collinwood, O.** C. C., D. H. Rogers, box 230, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Iowa.** C. C., W. E. Gorman, Mason City, Ia.;

RAILWAY CONDUCTORS' MONTHLY.

- Sec. C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.
- Sylvania Div. No. 23, Cattawissa, Pa.** C. C., Joseph H. Martz, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sunday in each month at 1 p. m., News Item hall, Main street.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.
- Maple City Div. No. 25, Ogdensburg, N. Y.** C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesday in each month at Goodrich Hall.
- Marford Div. No. 26, Toledo, O.** C. C., B. F. Gallatin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jonesville, Michigan. Meets 1st Monday in each month at 7:30 p. m., and 3d Sunday at 2:30 p. m., on 3rd floor, over No. 241 St. Clair street.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., A. Cameron, 109 Hess St., Hamilton, Ont.; sec., James Oglvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Monday in each month at 8:00 p. m.
- Carver Div. No. 28, Atchison, Ks.** C. C., F. B. Gove, Box 622, Atchison Kansas; sec., H. E. Waldron, 608 Spring st, Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.
- Handolph Div. No. 29, Brockville, Ont.** C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Brockville, Ont. Meets 1st and 3d Monday in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Monday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.
- Star Div. No. 31, Burlington, Iowa.** C. C., Wm. C. Cross, box 225, Burlington, Iowa; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets 1st Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.
- Keystone Div. No. 32, Meadville, Penn.** C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Thursday at 1 p. m., in K. of P. Hall, Water street.
- Clinton Div. No. 33, Clinton Iowa.** C. C., Henry Case, Clinton, Iowa; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sunday in each month at 11 a. m., in B. of L. E. Hall, 4th Street.
- Boone Div. No. 34, Boone, Iowa.** C. C., E. S. McGee, Boone, Iowa; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sunday in each month at 11:00 a. m., Story street between 7th and Eighth streets.
- R. Law Division No. 35, North Platte, Neb.** C. C., A. B. Wyman, North Platte, Neb. sec., Wm. L. Park, North Platte, Neb. Meets 1st and 3rd Tuesday in each month at 2 p. m., I. O. O. F. Hall, Spruce street.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., D. C. Gile, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 7 p. m., I. O. O. F. Hall, Union Ave.
- Delaware Div. No. 37, Phillipsburg, N. J.** C. C., Jacob H. Jones, Phillipsburg, N. J.; sec., Sam Phipps, box 519, Phillipsburg, N. J. Meets 1st and 3d Sunday in each month, B and D Depot building.
- Des Moines Div. No. 38, Des Moines, Iowa.** C. C., Wm. H. Given, Des Moines, Iowa; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sunday in each month, hall on Broadway.
- St. Paul and Minneapolis Div. No. 40, St. Paul, Minn.** C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., R. L. Willard, Box 2465, residence 194 University ave., St. Paul, Minnesota. Meets 1st and 3d Sunday in each month at 371 Jackson street.
- Stanchfield Div. No. 41, Chicago Ill.** C. C., C. Carnahan, 443 51st St., Chicago, Ills.; sec., C. A. Morey, 4940 State st Chicago Ill. Meets 1st and 3rd Monday of each month at 2 p. m., B. of L. E. Hall, 5342 State street.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sunday in each month at 4:30 p. m., corner Water and Elm streets.
- Central Div. No. 43, East Syracuse, C.** C., Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, No. 1 Niagara St., Syracuse, N. Y. Meets every Sunday at 3:00 p. m., in A. O. U. W. Hall, Manlius street, East Syracuse, N. Y.
- Denver Div. No. 44, Denver Col.** C. C., G. W. Dwinelle, 622 Lawrence st., Denver, Colo.; sec., A. Wilder, Room C., Union Depot, Denver, Colo. Meets 2d and 4th Sunday in each month at 511 1/2 Larimer street.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., R. A. Meade, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st Sunday of each month at 3:00 p. m., in Royal Arcanum hall, Opera House Block, Oneonta, N. Y.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., Wm. J. Durbin, 720 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Box 336, Milwaukee, Wis. Meets 1st and 3d Sunday in each month at 2 o'clock p. m. at 293 West Water street.
- North Star Div. No. 47, Winnipeg, Man.** C. C., Thos. R. Simpson, care C. P. R. Y., Winnipeg, Man.; sec., R. T. Young, No. 1 Gladstone st, Winnipeg, Man. Meets 2d Tuesday and 4th Friday in each month at 7:30 p. m., hall on corner Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., John F. Ryan, D. G. H. & M. R. Y., Detroit, Mich.; sec., James Anderson, box 537, Windsor, Ont. Meets every Friday at 7:00 p. m.
- Moberly Div. No. 49, Moberly, Mo.** C. C., J. J. Lonergan, Moberly, Mo.; sec., Seth Palmer, box 1334, Moberly, Mo. Meets 1st and 3d Sunday and 2d and 4th Wednesday in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn. Meets 2d and 4th Sunday id each month, at Temple of Honor Hall, 97 Asylum st., Hartford, Conn.
- Royal Div. No. 51, Longview, Texas.** C. C., A. N. Smith, Longview Texas.; sec., George Clark, Longview, Texas. Meets every Wednesday at 8 p. m., Lodge Building, Longview, Tex.
- Neverink Div. No. 52, Port Jervis, N. Y.** C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.
- Lone Star Div. No. 53, Denison, Texas.** C. C., Wm. Moon, Denison, Texas.; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sunday in each month, I. O. O. F. Hall, Main street.
- New York City Div. No. 54, New York City, N. Y.** C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City.; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d

RAILWAY CONDUCTORS' MONTHLY.

- and 4th Monday in each month at 12:30 p. m., 800 Eighth avenue.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 905 West 18th street, Kansas City, Mo.; sec., A. T. Sholes, box 74, Wyandotte, Kansas. Meets 2d and 4th Sunday in each month at 2:00 p. m., 1215 West 9th street.
- Priest Div. No. 56, Albany, N. Y.** C. C., Samuel Kemp, 337 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meets 1st and 3d Monday at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, Fort Worth, Texas; sec., Ed. A. Wood, Fort Worth, Texas. Meets 1st and 3d Sunday in each month in K. P. hall, Main street, between 2d and 3d.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., John C. Fox, Cedar Rapids, Iowa; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st and 3d Sunday in each month, 10:00 a. m., room 13, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. C. Hale, 1914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. H. Doyle, Sedalia, Mo.; sec., J. P. Harrington, Sedalia, Mo.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sunday in each month, Hammond building, op. C. M. & S. P. R'y Depot.
- Leftitt Div. No. 62, Bucyrus, Ohio.** C. C., W. D. Burr, Bucyrus, Ohio; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sunday in each month, at 10 a. m., in National Hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurbur Div. No. 63, North McGregor, Iowa.** C. C., Wm. P. Hancock, North McGregor, Iowa; sec., J. J. Egan, North McGregor, Iowa. Meets 1st and 3d Sunday in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C., James Donlin, 80 West 13th street, Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C., John W. Malloy, Nickerson, Kansas; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meets 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickabaugh, Keokuk, Iowa; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sunday in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa; sec., Frank Sheridan, 114 Seventh street, Dubuque, Iowa.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., W. Simons, Barraboo, Wis.; sec., Charles A. Ballard, Baraboo, Wis. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d street, third door west of post-office.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening in L. O. O. F. Hall.
- Montezuma Div. No. 70., Las Vegas, N. M.** C. C., J. A. Wisner, Las Vegas, New Mexico; sec., A. P. Gatchell, 116 Grand ave., Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m. in K. of P. Hall, 312½ R. R. ave.
- Wheaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York; sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Friday in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillon, Fargo, Dakota; sec., Curtis H. Baker, box 734, Fargo, Dakota. Meets 2d and 4th Sunday of each month at 3:30 p. m., in Masonic Hall, Fargo, D. T.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C., Robert Bycraft, Box 531 Asthabula, Ohio; sec., J. W. VanEpps, Asthabula, Ohio. Meets 2d and 4th Sundays in each month at 9:30 a. m., in G. A. R. hall, Main street, Ashtabula, O.
- Henwood Div. No. 74, Decatur, Ill.** C. C., Geo. W. Webb, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill. Meets 1st and 3d Sundays in each month, at 2:00 p. m., in K. P. hall, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C., J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., J. H. White, 704 Austin ave. A. C. C. C. Spangler, San Antonio, Texas; sec., B. Sinclair. Meets 1st and 3d Sunday of each month 10 a. m. in Odd Fellow's hall, San Antonio, Texas.
- Palestine Div. No. 77, Palestine, Texas.** C. C., J. D. Smullen, box 65, Palestine, Texas; S. & T. W. J. Neville, Palestine, Texas. Send all communications to Bro. Smullen until further notice. Meets every Thursday at 8:30 p. m., in B. L. E. hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., J. M. Babcock, Savanna, Ill.; sec., C. Westcott, Savanna, Ill. Meets 2d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill. Meets 2d and 4th Sunday in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton streets.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., Samuel F. Keller, Harrisburg, Penn.; sec., W. S. Hemperley, P. R. R. Ticket Register's office, Harrisburg, Penn.
- Friendship Div. 81, Beardstown, Ill.** C. C., B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C., C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sunday in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., E. H. Belknap, Galesburg, Ill. sec., Maurice Flinn, 32 W. Knox street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Perry, Iowa; sec., Chas. W. Lackey, p. o. box 33, Perry, Iowa. Meets 2d and 4th Sunday of each month at 2 p. m.
- Aztec Div. No. 85, Peach Springs, Arizona Territory.** C. C., J. F. Wood, Peach Springs, Arizona Territory; sec. and correspondent Monthly, L. W. Roberts, Peach Springs, Arizona Territory. Meets first and third Sunday in each month, at 9 o'clock, a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich. Meets 2d and 4th Sunday of each month in Odd Fellows' hall. Wm. Gibson agent for "Monthly."
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C., George H. Thomas, Bloomington, Ill.; sec. and treas., I. C. Rees, 903 West Washington street, Bloomington, Ill.
- Desires Div. No. 88, River DuLoup, P. Q.** C. C., John Barry, Box 26, South Quebec, P. Q.; Sec. A. Moreau, Box 26, South Quebec, P. Q.
- Monon, Div. No. 89, Louisville, Ky.** C. C., George Guess, New Albany, Ind.; sec., S. F. Randall, 14th and Main streets. Meets at 9:30 a. m., every Sunday, in Falls City Hall, market st., between 11th and 12th str., Louisville, Ky.

RAILWAY CONDUCTORS' MONTHLY.

- Waseca Div. No. 90, Waseca, Minn.** C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., C. T. Moore, The Dalles, Oregon; sec., W. O. Mohler, The Dalles, Oregon.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., Geo. Likert, 429 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets every Monday afternoon at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 37, Fort Dodge, Iowa; S. & T., H. C. Mullin, lock box 67, Fort Dodge, Iowa; Jno. A. Shipman, correspondent Monthly.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs, Altoona, Wis.; Sec. and Treas., C. B. Gilbert, No. 1215 6th st., South Minneapolis, Mo. Meets 1st and 3d Sunday in each month.
- Harvey Div. No. 95, Red Cloud, Neb.** C. C., P. H. Lyman, 608 North Sixth st., Atchison, Kansas; sec. and treas., C. C. Sage, lock box 732, Atchison, Kansas. Meetings, alternate Sundays at 1:00 p. m., (beginning 1st Sunday in May, 1884) in Masonic Hall, Red Cloud, Neb.
- Belknap Div. No. 96, Aurora, Ill.** C. C. M. T. Hinkley, Box 1431 Aurora, Ill.; sec., C. D. Rossiter, Box 767 Aurora, Ill. Meets at 8 p. m. 1st and 3d Sunday in each month, at No. 18 S. Broadway.
- Roodhouse Div. No. 97, Roodhouse, Ill.** C. C., Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Wimsatt, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 2d and 4th Sundays in each month at 1 p. m. in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCants, No. 134 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., E. H. Fargo, Milbank, Dakota; sec. Fred Camp, Box 219, Milbank, Dakota. Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sunday in each month.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. Bulman, Exchange Hotel, Columbus, Ohio; sec., H. P. Feltrow, Exchange Hotel, Columbus, Ohio.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., M. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 p. m. and 3d Sunday at 1:30 p. m. (of each month), in K. P. hall, Mattoon, Ill.
- Oatley Div. No. 102, Grand Rapids, Mich.** C. C., Geo. Higgins, S. & T., C. M. Letts. Meets every Tuesday at 7:30 p. m., at No. 44 Canal-st., (3d floor), Grand Rapids, Mich.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Lefler, Bates House, Indianapolis, Ind. Residence 545 Court st., Cincinnati, O. Meets every Thursday at 1 p. m., in Elk's hall, N. E. cor. Illinois & Washington sts., Indianapolis, Ind.
- Millard Div. No. 104, Middletown, Orange Co., N. Y.** C. C., J. E. Brazee, Middletown, Orange Co., N. Y.; S. & T., D. D. Brink, Pine Bush, Orange Co., N. Y. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, Armstrong & Lyons's block, Middletown N. Y.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., Mack Lawrence, Meridian, Miss.; S. & T., R. E. Harris, Meridian, Miss.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, lock box 431, Rock Island, Ill. Meet in Engineer's hall, 1st Monday at 7:30 p. m., 3d Sunday at 2 p. m. (of each month).
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., Frank E. Matlack, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 33 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth streets, Cincinnati, O. Meet every 2d and 4th Sunday in each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., L. Humphrey, care of L. & N. Ry., New Orleans, La.; S. & T., J. A. Holden, 505 Chartres st., New Orleans, La. Meet 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, O.** C. C., L. McBain, S. & T., C. Pfeffer, lock box 80 Gallon, Ohio.
- Logan Div. No. 110, Logansport, Ind.** C. C., E. W. Alexander, box 576 Logansport, Ind.; S. & T., Geo. Early, box 1019, Logansport, Ind. Meets 2d & 4th Saturday each month at 7:30 p. m.
- Los Angeles Div. No. 111, Los Angeles, Cal.** C. C., O. S. Putnam; S. & T., A. Merrifield, Los Angeles, Cal.
- Centralia Div. No. 112, Centralia, Ill.** C. C., T. J. Wright, box 419; S. & T., J. L. Davis, box 297, Centralia, Ill.
- Bower City Div. No. 113, Janesville, Wis.** C. C., C. C. Jacks, Janesville, Wis.; S. & T. and Cor. Sec'y C. H. Mahoney, Janesville, Wis. Meets at 10 a. m. on 2d and 4th Sunday in each month.
- R. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., A. A. Connor, Union Depot, Pittsburgh, Pa.; S. & T., G. E. Vance, 1100 13th avenue, Altoona, Pa.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., A. Tyler, 710 Folsom st.; sec., J. E. McCarthy, 55 Silver st., San Francisco, Cal. Meets every Wednesday of 12 m., in Washington Hall, No. 35 Eddy st., San Francisco, Cal.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., E. C. Shaver, Tulare, Cal.; sec., A. T. Curtice, Lathrop, Cal.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave., South; S. & T., L. S. Hough, 526 Hennepin ave., Minneapolis, Minn.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115, Danville, Ill.; S. & T., A. A. Bowman, box 368, Danville, Ill. Cor. Sec'y, Geo. Burt. Meets at 2 p. m. on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., J. C. W. Long, 29 William st., Fort Wayne, Ind.; S. & T., Ed. Erickson, 68 Charles street, Ft. Wayne, Ind.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., A. R. Varnes, Huntington, Ind.; S. & T., H. W. Kerr, Huntington, Ind.
- Huron Div. No. 121, Huron, Dakota.** C. C., Randolph Addington, Huron, Dakota; S. & T., W. N. Cooley, Box 331, Huron, Dakota.
- Wahsach Div. No. 124, Ogden, Utah.** C. C., S. D. Decker, Box 311, Salt Lake City, Utah; S. & T., W. J. Woods, Ogden, Utah.
- Friendly Hand Div. No. 125, Andrews, Ind.** C. C., G. A. Martin, Andrews, Ind.; S. & T., B. F. Hayes, Box 144, Andrews, Ind.
- Harry Gilmore Div. No. 126, Omaha, Neb.** C. C., F. J. Fairbrass, Omaha, Neb.; S. & T., R. J. Mantz, Omaha, Neb.
- Wylie Div. No. 127, Amboy, Ill.** C. C., F. W. Wylie, Box 226, Amboy, Ill.; S. & T., C. D. Knowles, Box 313, Amboy, Ill.
- Cheyenne Div. No. 128, Cheyenne, Wyoming Ter.** C. C., L. W. Waterbury, Box 367, Cheyenne, Wyoming; S. & T., Frank E. Stephens, Cheyenne, Wyoming. Meets every Tuesday at 2 p. m., in B. L. E. hall.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.

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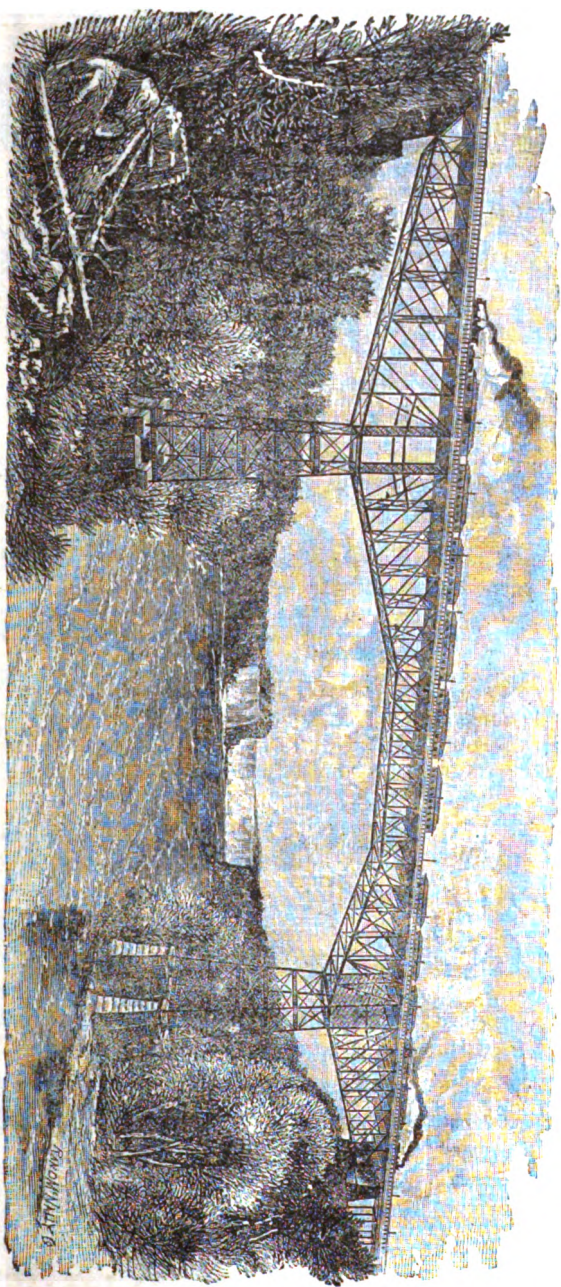
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It owns and operates over 4,600 miles of road in Northern Illinois, Wisconsin, Minnesota, Iowa and Dakota; and as its main lines, branches and connections reach all the great business centres of the Northwest and Far West, it naturally answers the description of Short Line, and Best Route between

Chicago, Milwaukee, St Paul and Minneapolis
Chicago, Milwaukee, Portage, La Crosse and Winona
Chicago, Milwaukee, Orionville, Aberdeen and Ellendale
Chicago, Milwaukee, Eau Claire and Stillwater
Chicago, Milwaukee, Wausau and Merrill
Chicago, Milwaukee, Beaver Dam, Fond du Lac and Oshkosh
Chicago, Milwaukee, Waukesha and Oconomowoc
Chicago, Milwaukee, Madison and Prairie du Chien
Chicago, Milwaukee, Owatonna, Mankato and Faribault
Chicago, Beloit, Janesville and Mineral Point
Chicago, Elgin, Rockford and Dubuque
Chicago, Clinton, Rock Island, Cedar Rapids and Tama
Chicago, Des Moines, Council Bluffs and Omaha
Chicago, Canton, Sioux City, Sioux Falls and Yankton
Chicago, Milwaukee, Albert Lea and Southern Minnesota Points
Chicago, Milwaukee, Mason City, Mitchell and Chamberlain
Rock Island, Dubuque, St Paul and Minneapolis
Davenport, Calmar, St Paul and Minneapolis
Milwaukee, Racine, Beloit, Freeport and Rock Island
Mitchell, Wolsey, Ashton and Aberdeen (Jim River Valley Line.)

Pullman Sleepers and the Finest Dining Cars in the world are run on the main lines of the **CHICAGO, MILWAUKEE & ST. PAUL RAILWAY**, and every attention is paid to passengers by courteous employees of the Company.

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Gen'l Manager.

A. V. H. Carpenter,
Gen'l Pass. Agent.

J. T. Clark,
Gen'l Supt.

Geo. H. Heafford,
Asst Gen'l Pass. Agt.

The United States Fast Mail Route

—AND—

SHORT LINE,

—FROM—

CHICAGO AND MILWAUKEE,

—TO—

Fond du Lac, Oshkosh, Neenah, Menasha, Stevens Point, Chippewa Falls, Eau Claire and Ashland.

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NEW & ELEGANT SLEEPERS

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—AND—

Wabash Route!

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Will find this the most convenient route to all of the noted health resorts of Illinois, Missouri, Arkansas and Texas, and that the extensive through car system and superior accommodations of this popular line will add greatly to his comfort while en route. Pamphlets descriptive of the many celebrated mineral springs of the West and South sent free on application.

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A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RY

By the central position of its line, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchison, Minneapolis and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of Most Comfortable and Beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Finest Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Missouri River Points. Two Trains between Chicago and Minneapolis and St. Paul, via the Famous

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At your nearest Ticket Office, or address

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CHICAGO.

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is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to or from

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Milwaukee, La Crosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatona, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Iowa, Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the numerous points of superiority enjoyed by the patrons of this road are its

DAY COACHES,

which are the finest that human art and ingenuity can create. Its **PALATIAL SLEEPING CARS**, which are models of comfort and elegance: its **PALACE DRAWING-ROOM CARS**, which are unsurpassed by any; and its widely celebrated

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the like of which are not run by any other road anywhere. In short, it is asserted that IT IS THE BEST EQUIPPED ROAD IN THE WORLD.

All points of interest North, North-west and West of Chicago, business centres, summer resorts and noted hunting and fishing grounds are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over four hundred passenger conductors constantly caring for its millions of patrons.

Ask your ticket agent for tickets via this route. And

TAKE NONE OTHER.

All leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by the poorly equipped roads.

For maps, descriptive circulars and summer resort papers, or other information not obtainable at your local ticket office, write to the

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FOUR EXPRESS TRAINS DAILY!

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ELEGANT PULLMAN COACHES!

NO CHANGE OF CARS BETWEEN NEW YORK, CLEVELAND, CHICAGO, CINCINNATI or ST. LOUIS. NO EXTRA CHARGE FOR FAST TIME.

For full information apply at any of the offices on the line of the road, at the offices of the N. Y. Penn. & Ohio Railroad, and at offices of all connecting lines, asking for tickets via **Erie Railroad.**

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No Change of Cars between

New York, Cleveland, Chicago, Cincinnati or St. Louis!

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EACH WAY DAILY,

With Pullman Palace Sleeping Coaches, Pullman Hotel Coaches, New English Buffet Cars, and Elegant Day Coaches.

ONLY 20 HOURS	{	BETWEEN	{	CLEVELAND,
26 HOURS		NEW YORK		CINCINNATI,
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BY TAKING THE NEW LIMITED TRAIN, WITHOUT EXTRA CHARGE.

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Send stamp for specimen O. R. C. Cards. Trade Supplied. Correspondence Invited.

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Double Track!

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This Popular Line Runs Through **AMERICA'S GRANDEST SCENERY.**

Embracing the fertile farming country of the

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The Wild and Rugged Mountain Scenery of the

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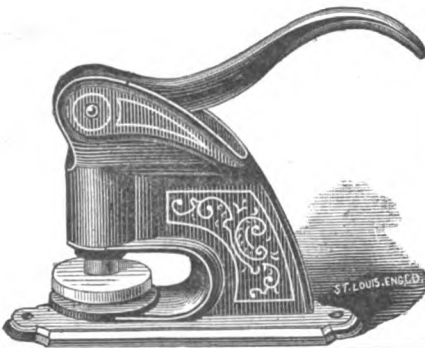
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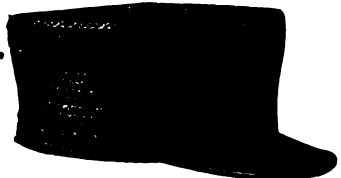
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RAILWAY CONDUCTORS' MONTHLY.

Vol. I.

ELMIRA, N. Y., AUGUST 1, 1884.

No. 8.

MEMORIAL.

—
DECORATION DAY, 1884.
—

I look around me this fair May day, and I wonder what it can be,
That calls forth the marshal soldier tread, and these emblems of war I see ;
That battle scarred flag hung to the breeze, what are these relics for,
This country is at peace, then why these implements of war ?

Why in nearly every hamlet, peals the notes of the old church bell,
And you ask the sentry what danger now ? he answers "all is well,"
While the long deep roar of the cannon, going out on the distant air,
Carries with it no sound of internal strife, no wail of deep despair.

Nineteen summers have come and gone, how fast the years pass by,
But the love for the old flag is just the same, for that will never die ;
Nineteen years have passed away, since out of the gloom and sorrow,
Came the shaking of hands, the good bye comrade, we're going home to-morrow.

Long years of peace, glad years, and the vanquished shout with the rest,
We know no North, no South, there shall be no East, no West ;
One flag with its stripes and stars, while that motto is just as grand,
E Pluribus Unum, one of many, forever united we stand.

These arms all stacked, the sword is sheathed, the bugle sounds no alarm,
Yet the workman has left his shop, the tiller has left his farm ;
These gray haired men, these mothers too, and out from the lovely bowers
Come the children, who some day, will rule this land, laden with beautiful flowers.

These are all in vain if no lesson is learned, then what shall the lesson be?
Children that flag must ever wave, be it on land or sea ;
Teaching every one the story so plain, we know no master given,
Save one who bids yon folds kiss the breeze, our Father Who art in Heaven.

Young men who are rising to man's estate, drink in with every breath,
This truth, let it be your rallying cry, treason means instant death ;
No truth in life, more sacred to-day, nothing fairer on earth
Than a union of noble freemen, shall I tell you what they are worth ?

Go stand where the green boughs bending low, almost touching the ground,
Then bare the head, with reverence gaze, at many a little mound
Where those heroes lie, then ask the question soldiers can you tell,
How much one would give his country if he loved it true and well?

All along the line from the little mounds, though not a word is spoken,
Comes the quick reply, I gave my life, the line remains unbroken ;
Not all the eloquent words of man, could ever explain so well
The story of a nation's worth, as these quiet graves can tell.

We have met to-day "on the last camp ground," many are lying here,
As you pass the graves, you will see many a one, wiping away a tear ;
Many a mother gave all she had, her noble, fair haired boy,
All she had left, was her duty done, brave women of Illinois ?

Young men would you join a noble band, would you work in a glorious cause,
Learn to hate treason with all your might, obey your country's laws ;
Remember the words of a noble man, prophetic they seem to be,
"No nation can ever live in peace, and remain half slave, half free."

The little band who fired on Sumpter's walls, had little thought that they,
Were lighting the torch, that kindled the fires of freedom and liberty ;
Misguided men, they little thought, their trenches would prove the grave,
Where treason would soon be buried, bringing freedom to every slave.

God permits strange things to happen, mankind seems loth to learn,
For fear that treason may yet come to life, he bids the camp fires burn ;
A century gone, since freeman bold, caught the wierd, inspiring breath,
And proclaimed the words which never die, "Give me Liberty, or Give me
death.

The old comrades whose locks are turning gray, will soon be gathered where
The results of their life will all be known, freed from trouble and care ;
Who will shout the pean of victory, who will do the voting then?
These boys I see, will take the places, of all these gray-haired men.

Who will fill the places of these women, to-day, who will offer a mother's
prayer.

Who will wear the white rose, the blushing cheek, who stand by the altar fair ;
Who will sit by the couch when sickness comes, watching the long sad hours?
These little girls, that you see to-day, carrying these beautiful flowers.

Who will carry the arms that are stacked, when your country calls for men,
If the invader comes and seizes that flag, who will bring it back again ?
Some sun-burnt boy, that is listening now, with a heart both brave and free,
Will bear the old flag back, while singing, long live America.

There is a duty we owe, it must not be forgot, then see that this duty is done.
By you noble men, by you noble women, 'tis as plain as noonday sun ;
Teach your children the lesson, ah, teach it well, that no ship with its rigging
and spars
Commands half the respect, like the old ship of state, with that bunting, these
stripes and these stars.

That justice and honest love of country all come, from the depths of a pure,
noble heart,

That lose what you may, lose what you will, from these you must never part :
Count the steps on the ladder of life one by one, look forward to the victory won,
And in memory treasure with infinite pleasure, the good name of Washington.

Down in the vista of life, 'mid its trials and strife, call the heroes by name
every day,

Who stood side by side, in their glory and pride, how fast they are passing away ;
You who were oppressed, above all the rest, lifted out of the darkness and gloom
Go with uncovered head, and stand by the dead, drop a flower on Lincoln's
tomb.

Young man when you man the ship of state, in this land this freedom's realm,
Finds some noble one to act as mate, place a brave man at the helm,
Who dares to protect our countrymen, whose courage will never lag,
But send every ship with a gallant crew, protect the honor of that old flag.

Then these silent ones in these little mounds, will not ask the angels to see,
If the country they saved is loyal yet, the sweet home of liberty ;
They may be looking back this very hour, only God alone can tell,
In honor of the dead, then let it be said, we will do our duty well.

Twine the myrtle and rose together, lay the bright wreath at the head
Of the soldier's graves, this bright May day, in honor of the gallant dead ;
Call up the past in rich memory, bring those sad years very near, ·
Do not think any one weak to-day, should they drop a silent tear.

Soon we will be going home soldiers, we bid you once more good bye,
But we will never forget your love for us, and ours shall never die ;
We will come again another year, for the flowers never fail to bloom,
We will always find flowers, in this beautiful land, for every soldiers tomb.

Sing on sweet birds sing on, the glad, glad, song once more,
Let the notes be carried on the distant air, to many a foreign shore ;
Let the children join in the chorus, let the bright sun over head
So guide our way that we may never forget to honor the nation's dead.

E. H. B.

When one realizes the comforts we enjoy now days, and those enjoyed by our ancestors two hundred years ago, we can but pity the people who struggled along and lived at that early day. The following law was forced two hundred years ago in the New Haven colony : " Whoever shall inveigle or draw the affections of any maide or maide servant, either to himself or others, without first gaining the consent of her parents, shall pay to the plantation for the first offence forty shillings : the second, four pounds ; for the third he shall be imprisoned or corporeously punished." And under that law the police reports give the particulars of the prosecution of Jacobeth Martin and Sara Tuttle, " for sitting down on a chestle together, his arms around her waiste, and her arms upon his shoulder or about his neck, and continuing in that sinful posture about half an hour, in which time he kyssed her and she kyssed him, or they kyssed one another, as ye witnesses testified." Imagine one of the Yale students being arrested and compelled to pay a fine every time he hugged a " maide," there at New Haven of the present day. The country is progressing, anybody can see that.—*Peck's Sun*.

AFTER CLOUDS SUNSHINE.

The sun was just sinking in the west, shedding slanting rays and bathing hill and valley in a flood of golden light. On every side far as the eye could reach we beheld a scene of beauty, and over all rested the halo of peace.

Attracted by the beauty of the day, we had driven far out into the country and had stopped on the brow of the hill to enjoy the picture before us. At the right and left we beheld the most brilliant foliage, scarlet, gold and brown interspersed with patches of green ; before us rippled a little brook whose clear waters reflected our faces as we bent forward to listen to the song it was forever singing. Behind us came the sound of bells as the patient cows wended their homeward way and hearty childish laughter mingled with the tinkling as over across the fields we saw the children letting "down the bars," and on our listening ears fell the low chirping of the birds as they bade each other good night and nestled to sleep. A feeling of awe and loneliness crept over us and wishing to break the silence, I turned to my companion, but her thoughts were far away as she sat gazing over the hills. "Nellie, dear," I said, "has not this been a beautiful day ? She turned from her close survey, and her brown eyes were filled with tears as they rested on my face. "Yes," she replied, "but such days make me sad, they bring back my past life which was so full of sunshine ; but I need not trouble you with my history." Looking at the sweet face which in spite of all her sorrow had kept its youthful bloom and beauty, I said, "Nellie, there is nothing that would please me more than to hear you talk about yourself."

There was a dreamy far away look in the girl's eyes as without comment she began. "Years ago—only five by the calendar, but almost a lifetime by suffering—I lived in the city of D——, a happy, contented girl, satisfied with the love of devoted parents. My father was a wealthy merchant, and I being the only child had no wish ungratified. I thought that nothing could add to the pleasure of my life which had been as one long happy day.

When I was in my eighteenth year I received a letter from my most intimate school friend—Dora Blake—asking me to visit her in her home at L——, a city three hundred miles distant. Filled with joyful anticipations I started on my journey which was to bring me so much happiness, and also so much sorrow. Dora, like myself, was an only child, her father being a wealthy banker. We spent a gay winter ; night after night found us at theatre, ball or concert, and ever at my side was the same cavalier, George Blake, a cousin of Dora's, a noble, manly fellow, whose sunny face it was always a pleasure to see.

Why need I say more, before my visit was ended I found there could be more sunshine in my life which before had been so bright. My father and mother were much pleased with the choice I had made, and months of perfect happiness flew by interspersed with short visits and long letters.

About this time father's health began to fail; he grew despondent and irritable, so unlike the pleasant, cheerful man he had always been. He spent whole days at the office, coming home to see us, silent and morose. We tried in vain to solve the mystery, when one day it was revealed to us with a suddenness that was horrifying. The memory of that scene will haunt me until death.

Mother and I were in the parlor when we were startled by the abrupt entrance of father. He rushed up to us as if pursued, his breath came in short, quick gasps, and his eyes were wild and glaring. Looking from one to the other of us, he said in tones we scarcely recognized, "I am ruined, oh my poor wife, my poor daughter, all my efforts to keep this terrible blow from you have been in vain; out of all my vast fortune nothing remains, and we are beggars, we are —— but his tongue refused to utter the words, there was a gurgling sound, and before we could reach him he had fallen in a fit! Calling the servants he was taken to his room where he lay long weeks raving in wild delirium, and out of which he came a harmless but hopeless maniac, never to know our love again.

After this mother and I took up the burden of our lives, which was indeed heavy for us who had never known care. All our debts being paid we found we had a few hundred dollars left. We moved here, away from everything that could remind us of the happy past, and bought the little cottage where you found us.

During all this time I had not heard from George, and as the days and weeks went by and no message came. I gave up all hope. But I had little time for repining, for my mother, who had never been very strong, was taken sick. The worry and trouble were too much for her weak constitution and she fell into a decline. At first I would not believe she could go and leave her child behind. Skillful physicians came from the city, but they all told me at once there was no hope. Day after day I saw her fading from my sight and my heart was filled with bitterness, but as I saw how patiently she bore her sorrow and suffering I grew more reconciled and tried to say, "Thy will, not mine be done." There was no thought of self in her heart as the time drew near and she knew she must cross alone the deep dark river, her only concern was for the gray haired man who had always been her stay, but now knew her no more, and for the daughter who must tread, unaided and alone the rough

paths of life. But bitter and terribly hard to bear was the day when they took her from me, and making one more mound in the village church yard, hid her dear face forever. Sad and alone I went back to my desolate home from which the sunlight had fled, and again took up the burden of my life.

Oh, those weary days and weeks of sorrow, with scarcely a ray of sunshine to comfort my aching heart, my only consolation being in the beautiful lines of the poet,

“ Behind the cloud the star-light lurks,
Through showers the sunbeams fall ;
For God, who loveth all his works,
Hath left his hope with all.”

So I have lived ; my work is so well paid that it keeps my father and myself in comparative comfort. I have always kept father with me, as he was at all times perfectly harmless, and I knew mother wished it.”

“But, Nellie, what of your lover, did he leave you to bear your sorrows alone ?” Into her eyes came a tender light as she said: “I don't know, Dora wrote he had gone away, no one knew where; I cannot believe he deserted me because my wealth had flown.”

The shadows began to lengthen. the birds were softly chirping their last good night, and the air was growing chilly, so gently touching the little gray pony, we were soon speeding toward home. Stopping at the cottage I could not resist the temptation of going in, so much comfort could always be found in its cosey, tiny rooms. On entering, Nellie stooped and picked up a letter that had been left in our absence. It bore a foreign post mark and had been a long time on the way, as it had been directed and redirected until the envelope was entirely covered. Breaking the seal she gave a little cry of delight. “It is from George,” she said, “it was written more then two months ago, and he says he would be nere within that time, oh, my dear friend, say you are glad for me,” for an answer I went up and put my arms around her and kissed her, then knowing that her thoughts would be far pleasanter than my dull company, I left her dreaming in the gray twilight.

A few days after she came to me with a face so bright and full of joy, one would hardly have known it. “George has come,” she said as she returned my greeting. “Let me sit here near the roses while I tell you what kept him so long.” Very anxious to hear what she would say I took a seat beside her and listened, while the sun shone brightly and the birds sang in the branches overhead.

Taking Snowball, my little pet kitten, in her lap and burying her hands in

her soft fur, she said : " It seems so long since I bade George good bye, expecting to meet him again in a few days. But the days went by and were added together until they became weeks, and the weeks months, and the months years," she paused a moment and I hastened to say " but all that is forgotten now since you have him with you again ? " " Yes, our separation was all the result of a terrible mistake. A few days before the failure of my father, George was called from home on very urgent business, expecting to be gone only a few days, but on arriving at his destination he found that his affairs were in a very complicated condition, and necessitated a speedy trip to Europe, if he would save the vast fortune now in his possession, as the chief clerk, a man in whom the firm had put the utmost confidence, had left a few days before for London with a large amount of money and very valuable papers. So sending a few hurried lines to me, addressed to my father's office, he started in pursuit, little dreaming what the result of that trip would be.

In the great confusion and hurry of that awful time, the letter must have been mislaid or overlooked, for it never was delivered to me, and I went away in ignorance of all that had happened. In a short time George found the missing clerk, and they came to a satisfactory understanding ; the clerk delivering up the money and papers, and promising never to return to America.

As George was making preparations to return home, he received the news of father's failure, and terrible misfortune, and also the information that we had all gone away, no one knew where. After trying in vain to find some clue of our whereabouts, he at last gave up and determined to spend a time in travel.

So he wandered from city to city, restless and lonely, until one day in a little town he came across a party of Americans, and among them he found a former friend of ours, John Dean, who spent last summer at the red cottage just below us.

In a short time George had obtained the information he had waited for so long, and immediately wrote me a few lines saying he would be with me almost as soon as the letter, but two days before he sailed he was taken sick with a fever which confined him to his room for nearly two months. There was a slight mistake in directing the letter, so it only reached me a few hours before the writer."

She paused a moment with a happy contented look as she gently lifted the sleepy kitten from her lap and said, " There is little more to tell, except that George insists on our being married at once."

Through the trees she caught a glimpse of the little cottage where her long

absent lover waited for her return. "Come to me to-morrow," she said, and rising she went slowly and thoughtfully away.

I sat a long time thinking of my friend and all that had happened to her, and when the morrow came I went to the cottage and beheld a scene that will ever remain fresh in my memory. The cozy little parlor was decorated with flowers and evergreens, and standing where the sunlight fell in a loving way on her soft brown hair, through which could be seen the silver threads, she gave herself to the faithful man beside her. And with the blessings of the man of God, the tired look went out of her eyes and she entered a new life. IDA.

MARRIAGE OF A RAILROAD MAN.

Twenty-one years ago the writer was employed at one of the Pennsylvania collieries as a slate picker, receiving the enormous sum of \$1.75 per week. There was another boy working with me receiving the same salary. We drifted apart, after the war, and met last July at the G. A. R. reunion in Denver. While there, this boy pard said to me, "Jack I am engaged to be married, and I want you to be at the wedding." I agreed. Some time ago I received a letter from Ike asking me to join him at Denver. I wrote saying it would be impossible for me to get away until June. Three days ago Ike arrived at Fort Craig, and the day after he handed me a telegram which read thus :

LA JUNTA, April 14, 1884.—*I. P. Jenks Ft. Craig*.—I am here. Will be on time. Meet me. ELLA.

"What does this mean?" said I. "It means that you promised to be at my wedding and I am going to make you keep your word."

And, sure enough, my old boy pard yesterday morning, on the arrival of the train, introduced me to Miss Ella O'Bryne, Mrs. Jenks that was to be, and now is. Everything was arranged by telegraph, Miss Ella coming from Indianapolis Ind., and I. P. J. coming from Denver. The services of Rev. J. D. Bush, of Socorro, were secured, and yesterday at 2 p. m., my better-half and I escorted the young couple before the parson, and the nuptial splice was made in good shape. A beautiful diamond ring was placed on the bride's finger by her newly made lord and companion for life, and a happier couple it would be hard to find. Several of the officers and their ladies graced the scene with their presence, and a grand supper was spread, after which we had a real old fashioned good time, until the "wee sma" hours. Jenks is a railroad boy, who has filled the position of conductor on the U. P., and recently on the D. C.

railroad. He will take a wedding tour to Chihuahua, and their look up some business wherein he can place \$5,000, recently recovered from the D. C. railroad as damages for injuries received over a year ago, and from which he only recovered sufficiently to get married. He is now as sound as a trade dollar. By request of the bride, his boy pard penned these lines in her album:

TO MRS. I. P. JENKS, ON HER WEDDING DAY, APRIL, 16th, 1884.

The marriage bells have just ceased ringing
 And you have ceased to be a maid ;
 And little birds is sweetly singing
 For you and Ike a serenade,
 All nature seems to smile serenely,
 The sunbeams kiss the budding rose,
 While Ike exclaims : " Ye Gods ! how queenly !"
 As inward love's pure streamlet flows.

And Oh ! I pray that love unceasing,
 Pure and holy, shall prevail,
 Year by year its strength increasing,
 As you journey on life's trail.
 Cloudless skys and sunny weather,
 Roses budding on the way ;
 Hand in hand through life together—
 Heart-strings tuned in love's sweetly lay.

And to Ike, my boy pard, the following impromptu lines are affectionally inscribed.—(Memories.)

Partner of my boyhood days
 When hearts were young and wild,
 Companion of my wicked ways,
 When up the hills and down the brays
 The farmer stood in perfect maze,
 I'll draw the picture mild !

The farmer stood—the dog did not ;
 We ran o'er fields and ditches;
 To-day methinks, I see the spot,
 And you could point it out, I wot,

That fence whereon the bulldog got
The half-sole of your breeches.

And as these scenes come back anew
I see again my father's frown,
And, while the switch was hard on you,
To me the club **was** nothing new ;
For weeks I had to twist and screw—
It hurt me to sit down.

But ours was not a safe retreat,
And soon we left the old home nest ;
And trudged along with weary feet,
In rain and storm, in snow and sleet.
And for a crust of bread to eat
With saw-buck did we wrest.

And then it was our mother's voice
Would wake us from our dreams—
We chose "because we had no choice"
To make our mothers' heart rejoice—
And soon their wicked wayward boys
Pulled back against the stream.

And so, boy pard, we've stemmed the tide
And found a safe retreat,
And you are happy with your bride,
While mine is smiling by my side ;
God grant no evil may betide
Till Gabriel sounds retreat.

And then, if up the golden tree
Successfully we climb,
Our angle mothers we shall see,
And boys who fought with you and me
To make God's flag and country free ;
Ah ! that will be a sumblime.

Your boy pard,

—"Capt. Jack.

"IS LIFE WORTH LIVING?"

Is life worth living? We answer, yes, it is worth living, because of its opportunities, because of its possibilities, because the great giver of life intends that it should be lived and used to the uttermost, and improved in all its various phases.

In youth, with its striving after knowledge, in manhood, the accomplishment of its noble aims and purposes, in age its glorious memories of a well spent past, and its looking forward to a happy eternity in the land beyond.

Is life worth living? Go ask that young conductor, who proud of his promotion from some humble sphere, handles his bills or scans his schedule as he watches the movement of his train on any of our railways. Watch the kindling eye, the proud erection of his frame as he approaches a critical meeting point, or his train is "making time" over the glistening rails. He feels that life is worth living, that his efforts toward manhood have been appreciated by his officers, that he has been entrusted with great responsibilities, and says within himself, "I am equal to the trust." Oh, yes, with him life is worth living. Go ask that gray-bearded engineer, as he firmly plants his feet upon the footboard, watchfully scanning the track far ahead as his train plunges through the valleys or climbs the hills of the north, or speeds across the limitless prairies of the west, what he thinks of life? See his form expand as he fearlessly looks you in the eye. Note the proud consciousness of power as he handles the throttle, with one hand on the reserve bar ready to meet any emergency or answer any call. He feels as if his engine were indeed a thing of life, he knows that the tremendous power beneath his feet is under his control. It starts, stops, or goes when he wills—its vast machinery works responsive to his touch. "Is life worth living indeed?" Methinks I hear him respond, indeed it is. Look, see the fences and cottages fly past us we speed along. See the moving panorama of field and meadow and hillside dotted with villages and cities; feel that the power that is whirling you through space is under your control, is submissive to your will, that mighty throb of the beating pistons is answered by the whirling response of its steel bound drivers, that the screaming whistle only voices the glad exultation of your rushing blood, as your engine spurns the rushing rails and almost annihilates both time and distance, and you will say, yes, oh yes, life is worth living, and the world is better because we have lived.

Go ask the young wife who has started to keep step, side by side with the husband of her choice in the journey of life, and her answer will be, yes.

Every day is a joy renewed, every hour a hope fulfilled, her cup of happiness flows full in joyous anticipation of the home-coming of the one who is all the world to her. See her as she goes from room to room of their tiny little home touching its embellishments with the deft fingers of wifely love. She stands lost to all outside sounds or cares until the one step that causes every sense to be alert draws near, then with lithesome footsteps she springs to open the door of her home and heart, that he, her life, may enter in. Sorrows may come, storms may beat, but she fears not, for she rests secure in a husband's love. Life is a reality so full of sunshine, of love and hope that she has no time to brood over its dark side or "gather lowering care to sit in sombre darkness o'er her life's young dream."

Go ask that youth just stepping over the threshold of manhood if life is worth living? With impetuous emphasis he replies, yes, and it is all too short for the great things we intend to do, to him who intends to do right and employ the talent with which God has endowed him life is indeed glorious—full of promise, full of hope, the obstacles that beset him are only incentives to greater effort, only spurs to his ambition. With him

"Life is real, life is earnest
And the grave is not its goal,
Dust thou art, to dust returnest
Was not written of the soul."

To the energetic, earnest worker, life is an eternal striving after that which improves and blesses. All have within them the germs of success, and if they only press onward are sure of a prize at the end of the race. Life is worth living for the good that is within us, for the good we may do for others, for the promises it holds forth, and for the help we may be to our fellow man; but, life is not worth living, unless we can make ourselves and others happier and better because we have lived,

"Lives of great men all remind us
We can make our lives sublime,
And departing, leave behind us
Footprints on the sands of time."

Is life worth living? Go ask that venerable messenger of God's love, who from the pulpit proclaims the glad tidings of salvation to a sin weary world, and he will tell you with clasped hands and a reverent heart, yes, a thousand times yes. If only some soul can be lifted up toward the pleading call. If only some sin weary pilgrim will listen to the precious promise handed down through all of the years of time. "Come unto me and I will give you rest."

See his eye light up with enthusiasm, the cheeks glow with the mantling blood of generous impulse as he speaks and thinks of the glorious hopes of this life and of the precious promise of the life to come, of the hope of the christian soldier. Hear the clarion voice ring out in tones of triumph the message of God, "I am the way and the life," and when at last, the angel of God's visitation lays his icy fingers upon him, and his eyes are closing upon the scenes of this life he exclaims with fleeting breath, "I have fought the good fight, I have kept the faith, and am ready to be offered up." No sighs after the things that were. No regrets that life was not what he would have had it, but in the calm contemplation of a well spent past, 'He gathers his mantle about him and lays him down to pleasant dreams.' C. H. PETERS.



Men with energy and a fair amount of business capacity will make a success in this world, even when other conditions are apparently against them. We cite following instance as a case in point:

A gentleman entered the editorial rooms of a St. Louis newspaper office, and the experienced eye of the editor-in-chief at once detected a book agent.

"No books to-day!" he shouted, as he scissored out a long editorial. We've got all the encyclopedias, dictionaries, concordances, digests, geographical surveys, etc., etc., that we can find room for. All we want in this office is time; that is the only thing we are short of."

The book agent lifted his right leg over the editor's desk with a confident air and politely remarked: "I am not selling 'encyclopedias, concordances, etc., etc.,' this morning. You say you are short on time; so I am. If I should give you more than fifteen minutes of my valuable leisure I would do my family a great injustice. Look at that book!" and he held a small volume before the editor's nose.

"What is this?" said the editor, as his eye caught the title, "let me look at that book."

After glancing through its pages in a great excitement, he said:

"John, bring this gentleman an easy chair. Pray be seated, sir; you have a valuable work, and you can send me a copy at once."

"Perhaps the other editors would like a copy as well," suggested the book agent.

"Certainly they will, and you want to see the proprietor too. I will take great pleasure in introducing you to the staff."

Before the book agent left that office he had sold sixteen copies of his book, and had tasted the contents of thirteen square bottles.

By the way, the little volume was entitled, "A Complete List of the Free Lunch Counters of St. Louis, with the most Convenient Routes minutely outlined."—*Drake's Travelers' Magazine*.

RAILROAD DEPARTMENT.

—The Pittsburg and Lake Erie men are somewhat exercised over the P. R. gaining control of lines that give them outlets for the enormous coal shipments that have formerly found outlet over that line.

—The old reliable Erie appears by the statements of the local papers to be temporarily embarrassed, but we hope she will soon pull through and again resume her wonted position among the main competing lines of the country.

—Mr. R. B. Cable, who for many years was connected with the N. Y., L. E. & W. Ry. as superintendent at Elmira, and assistant general superintendent, and laterly with the Denver and Rio Grande, as general superintendent, is now at New York, and is, we believe, open for engagement. Truly a man of the ability of Mr. Cable ought not to be long out of employment, and we hope soon to see him in charge of some of first-class line.

—The Wabash system is again in deep water, and the position of general manager seems to go begging. It is seldom that this is the case, and it does seem that some man of experience could be found that would extricate this system from her trouble and make a good paying road of it. There are certainly some good men of experience that would be willing to try, and we hope the problem will be speedily solved.

—On Wednesday, July 16th, the B. & O. purchased the Pittsburg, Cleveland and Toledo railway, a line running from New Castle junction, on the Pittsburg and Lake Erie railway to Akron, on the N. Y. P. & O., and reaching Cleveland via Valley R. R., or Cleveland, Akron and Columbus railway. This is a valuable accession to the B. & O., as it allows them free access to Cleveland, and places them in a position to compete from that point with the Pennsylvania Co.'s line for all points south and east.

—The trouble that has been apparent for some time on the lines of the P & R. on account of non-payment of wages due the employes has been, we believe, safely abridged, and all is now running smoothly, and we sincerely trust, that the P. & R. company will be able to meet all the demands made upon it, especially so far as the wages of its employes are concerned. Men with small families and small wages cannot work two and three to six months without pay. In this case we are particularly glad, as the P. & R. company have a fine class of men, and could ill afford to lose them.

—The passenger traffic on our leading lines has increased wonderfully lately, and few can now complain, and it is truly gratifying to note that after the long dull season trade should spring up so nicely. This is particularly noticeable on

the M. C. R., N. Y. P. & O., Erie, P. R. R., and N. C. railways. Passenger Agent Sherwin, of the M. C. R. has, during the past week, taken two large parties over that line, while city passenger agent Milford has not been idle ; he has forwarded several parties via the Old Reliable Erie, which route in connection with the M. C. R. at Buffalo enables the passenger to see nature's greatest wonder right from the car windows, and one of the grandest views obtainable ; they also cross the famous Cantilever bridge, at which point you gain a fine view of the Falls in the distance. It is one of the finest routes in the west.

—The rumor that has been prevalent for some time past that the Northern Central railway were about to assume control of the Ontario Southern is now an assured fact. The above named line is located in northern New York, with one terminus at Stanley, a station on the Northern Central, eleven miles south of Canandaigua, the terminus of the Canandaigua division, and runs in nearly a direct northerly course to Sodus Point and Sodus Bay, one of the finest harbors on Lake Ontario. Enroute it crosses the Auburn division of the N. Y. C. & H. R. R. at Phelps and the main line of the same road and the N. Y. West Shore and Buffalo at Newark, N. Y. It will readily be seen that this new accession is of great value to the Northern Central, giving them not only an outlet on one of the finest lake harbors, but a connection independent of the N. Y. C. and H. R. R. to Buffalo and Rochester. Thus being able to deliver all kinds of freight and passenger traffic directly to the N. Y. W. S. & B. without the aid of any but their own lines, which must insure greatly to their benefit.

—During the twelve months ending April 1, 1884, about 2,500 employes in the operating departments of the Missouri Pacific Railroad were discharged for cause. This is exclusive of the Wabash. A complete record of all the dismissals is kept, giving the date of the discharge, the name of the employe, his occupation and the reason why his services were dispensed with. Once a year this record is made up and printed in pamphlet form for the use of the officials of the road. It comprises all classes of railroad men from station agents, conductors and engineers, down to wipers, yard men and laborers. Fully 26 per cent. of those discharged last year owed their dismissal to drunkenness—15 per cent. more were strikers. Neglect of duty, incompetency, dishonesty and insubordination are the principal causes stated for the discharge of the remainder. The imbibers of intoxicating liquors are graded off in this black list with a sort of grim humor that is highly entertaining. Conductors, engineers and station agents are credited with intemperance; machinists section

foremen, operators and inspectors seem to be afflicted with intoxication; with brakemen, firemen, boiler makers, etc., it is styled drunkenness, opposite the names of laborers, switchmen and helpers is the laconic expression "whisky;" while with the wipers, trackmen and hoisters it becomes simply a "plain drunk." The inciters of strikes, by a strange coincidence, all have names which indicate that they or their near ancestors hailed from foreign shores and include conductors, machinists, brakemen and firemen. The causes most frequently assigned for the dismissal of conductors are dishonesty, intemperance, neglect of duty and causing collisions, in about the order named. Two or three were dropped for fast running, and one for running on another train time. Another tried to collect his salary twice and failed; several went to sleep on duty; others allowed their trains to start without them; half a dozen carried striking telegraph operators free of cost. One, evidently a masher, wrote an insulting note to a lady in the waiting room of a depot and was promptly "mashed" himself by his superior officers.—*St. Louis Globe-Democrat*.

THE FASTEST.—The time made over the Baltimore and Ohio railroad by the special train which conveyed the Washington correspondents from Chicago to the National Capitol was most remarkable; the greatest achievement, being the run of six miles from Belmont to Warnocks, in four minutes. Deducting 33 minutes for 11 stops, the run from Chicago to Chicago Junction was made at the rate of 52 63-100 miles per hour, or, including stops, the 128 miles were run at the rate of 42 1-4 miles per hour, eight and a quarter miles being run in seven minutes. From Chicago Junction to Newark the average time was nearly 44 miles per hour including stops. From Newark to the Ohio river the speed averaged 43 miles per hour, or 50 miles per hour deducting stops. For the whole 463, after deducting all stops, the wonderful average speed was made of 50 1-2 miles per hour. On this run it is claimed that the time which was made was the fastest that has ever been made for the respective distances of 6, 16, 25, 143, 271 and 463 miles. East of the Ohio river no special effort at fast time was made until Washington Junction was reached when the distance between that point and Washington, 43 miles, was run in 42 1-2 minutes; while from Washington to Baltimore, 40 miles, the time was 39 minutes, making a grand average of 44 miles per hour for the whole 852 miles. This record is certainly magnificent. A company owning rolling stock capable of such a performance and possessing a road bed over which such speed is possible needs no encomium. Its work speaks for itself.—*Standard Guide*.

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

LEGAL NOTES.

Insurance—Accident Policy.—Plaintiff in an action on a policy of accident insurance, alleged that while a passenger on a train of cars he fell asleep from weariness and the motion of the car and that while so unconscious he arose from his seat and went to the platform of the car and fell therefrom to the ground, sustaining injury.—In demurrer held: that the complaint stated a cause of action.—[*Scheider v. The Travellers Insurance Company*. Supreme Court, Wisconsin, May 31, 1883.]

Damages—Assignment—Removal of Cause.—A citizen of Iowa assigned a claim for damages for personal injury alleged to have been caused by the negligence of defendant company, a citizen of Illinois, to V., who was also a citizen of Illinois, and V. instituted a suit in the state court of Iowa as assignee. Defendant made a motion to make J. a party and to remove the case to the federal court, on the ground that J. was the real party in interest. J. appeared in the action, and filed a response to the motion, setting up his sale and assignment of the claim and denying all ownership therein, or control over the prosecution thereof. The court overruled the motion to make J. a party, but granted the motion to remove the case. Held: That the order overruling the motion to make J. a party was proper, but that the order granting the motion for removal was error.—[*Vimont v. Chicago & Northwestern Railroad Company*. Supreme Court Iowa, October 17, 1883.]

Common Carrier—Duty to Passengers.—Appellee was a passenger on an excursion train of appellant company; the car was so crowded with people that he could not get a seat, and, after standing a long time, the conductor directed him to go into another car, and while he was passing from the platform of one car to that of another he was carelessly or purposely jostled by one of the brakemen and thrown from the train. Held: That railway companies are bound to provide safe places for passengers and to make reasonable provision for seating them. Carriers are responsible for the neglect and wilful wrongs of their servants done in the line of their employment. While carriers or passengers are not insurers of the safety of their passengers, yet it is their duty

to carry them safely. It is the duty of passengers to obey the reasonable directions of the agents in charge of the train where there is no knowledge that such obedience would lead to danger. [Louisville, etc., R. R. Co. v. Kelly. Supreme Court, Indiana, October 22, 1883.

Negligence—Evidence.—1. In an action for negligence it was alleged that the injury was caused by a defective switch. Held: that proof that after the injury defendant repaired the switch was not admissible. A person may have exercised all the care which the law required, and yet in the light of his new experience, after the occurrence of an unexpected accident, and as a measure of extreme caution, he may adopt additional safeguards. The more careful a person is, the more regard he has for the lives of others, the more likely he would be to do so, and it would seem unjust that he could not do so without being liable to have such acts construed as an admission of prior negligence. Such a rule puts an unfair interpretation upon human conduct and virtually holds out an inducement for continued negligence. *Dougan v. Champlain Trans. Co.* 56 N. Y., 1; *Sewell v. City of Cohoes*, 11 Hun. 626; *Baird v. Daly*, 68 N. Y., 547; *Payne v. Troy & Boston R. R. Co.* 9 Hun. 626; *Salter v. D. & H. C. Co.*; 3 Hun. 388; *Dale v. D. L. L. & W. Co.* 73 N. Y. 468.

Sleeping Car Companies—Duty of Passengers.—Plaintiff while asleep in one of cars of the defendant company in which he had taken passage was robbed of certain valuables for which he brought an action in damages resulting in verdict and judgment in his favor. On appeal Held: That the company while not liable in the action as an innkeeper or common carrier has nevertheless imposed upon it the duty of exercising a reasonable and proper degree of care. The principal object in taking passage in such a car is that the passenger may have the enjoyment of sleep and while in the helpless condition attendant thereon the company must afford reasonable care and security for the protection of his valuables. The loss of property under such circumstances is not a case of robbery by force and violence but stealthy larceny. The fact that another passenger in the same car was robbed the same night is admissible in evidence as bearing on the absence of proper care by the company. Judgment affirmed.—[*Gardner v. Pullman's Palace Car Company*. Supreme Court, Pennsylvania, November 12, 1883.

Through Ticket—Stop Over.—Plaintiff purchased from the defendant company a ticket from Newark to Junction City. After leaving Newark and before reaching Somerset, an intermediate station, plaintiff surrendered his ticket to the conductor and demanded a stop-over check for that place, which the con-

ductor refused and plaintiff voluntarily left the train at Somerset. In the afternoon of the same day, the same train, in charge of the same conductor, on its second trip from Newark to Junction City, stopped at Somerset and plaintiff entered the cars to resume his journey, demanded the right to do so on the ticket which had been given to the conductor in the morning and refused to pay the fare from Somerset to Junction City. On such refusal he was put off the cars before reaching his destination. Held : In the absence of any agreement or of a rule or regulation to the contrary the obligation created by the sale of the ticket was for one continuous passage, and if the passenger voluntarily left the train at an intermediate station, while the carrier was engaged in the performance of its contract, he thereby released it from further performance, and had no right to demand such performance on another train or at another time. See *State v. Overton* 4 Zab. 435 ; *Deitrich v. Penn. R. R. Co.* 71 Penn. 432 ; *Stone v. C. & N. W. R. R. Co.* 47 Iowa 82 ; *Cheney v. B. & M. R. R. Co.* 11 Met. 121 ; *Barber v. Coffin*, 31 Barb. 536.—[*Hatton v. Baltimore & Ohio Railroad Company*, Supreme Court, Ohio, November, 1883.

2. For the purpose of showing the defective character of the switch referred to, plaintiff was permitted to show that other engines and cars missed the track at the same point, both before and after the accident complained of. Held : that the evidence was competent. Upon any issue as to the condition or safety of any work of human construction designed for practical use, evidence showing how it was served, when put to the use for which it was designed, would seem to bear directly upon the issue. It was sometimes objected that this presents new and collateral issues of which a defendant has no notice. In a certain sense every item of evidence material to the main issue introduces a new issue ; that is, it calls for a reply. In no other sense does it make a new issue, and if it does, it is competent. Evidence of similar accidents resulting from the same cause has often been held competent for the purpose referred to. *Kent v. Town of Lincoln*, 31 Vert. 591 ; *Quinlan v. City of Utica*, 11 Hun, 217 ; *Willey v. Portsmouth*, 35 N. H. 303 ; *Chicago v. Powers*, 42 Ill. 169 ; *Piggot v. Eastern Cos. R. R.* 4 C. B. 229 ; *House v. Metcalfe*, 27 Conn. 631 ; *Hill v. P. & R. R. R. Co.* 55 Me. 438 ; *Darling v. Wetmoreland*, 52 N. H. 401. But to render such evidence competent, it must appear, or at least the evidence must reasonably tend to show, that the instrument or agency whose condition is in issue was in substantially the same condition at such times as it was at the time when the accident complained of occurred.—[*Morse v. Minneapolis & St. Louis Railroad Company*. Supreme Court, Minnesota, June 14, 1883.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month.

C. S. WHEATON, Editor.

CIRCULAR TO ALL EMPLOYES C. B. & Q. RAILWAY.

(1.) Men known to be in the habit of becoming intoxicated shall not be taken into the employ of this company.

(2.) Station agents, train and engine men, and telegraph operators who are known to visit drinking places, shall be warned that they must stop it at once if they desire to remain in the service of the company, and if they persist, shall be discharged, and shall not be employed again without the consent of the general manager.

(3.) Station agents, train and engine men and telegraph operators known to have been drunk, either on or off duty, shall, as a rule, be discharged. In special cases, and when it is a first offence, superintendents and master mechanics may, however, use their discretion. But if the same man is found drunk the second time, he must be discharged.

(4.) No person discharged for drunkenness shall be employed again without the consent of the general manager.

The above is an exact copy of the total abstinence circular issued to all employes of C. B. & Q. Ry. Co., and it is an act that all must commend, and at the same time deplore, that the situation requires any such action on the part of the officers of any line. The employes should demean themselves in such a manner that it would not be necessary to issue any such paper, but all can depend upon it sooner or later they *must* abstain from the use of liquor, or leave the service of the companies.

The public demands it, the situation in every phase demands it, and the safety of the very man who uses it demands that he abstain from its use entirely. Can it be possible, we repeat, that men who take their lives in their hands day after day will willingly increase that danger by gratifying their taste for a few moments? Did you, my fellow employe, ever think that its use made you better qualified to perform your duty as engineer, conductor, brakeman, or fireman? No, sir; don't think it. Would you trust your wife and little ones in the hands of men that you could smell the fumes of liquor on their breath as well as those whom you knew never touched it? We think not. Conductor imagine the feelings of the passengers as you pass down the aisle collecting

tickets, and all can smell the liquor you drank at the last stop, do you think they will ride along feeling as safe as though they had not detected this about you? Engineer, do you think it helps you to take in safety those coaches and the precious freight of human beings to their destination? No, sir. It is sure that its use on duty begets a species of recklessness that you are free from when you have not used it, and this can not inure to your own or any ones benefit.

But thanks to our various organizations. The B. of L. E.; the B. of L. F., and O. of R. C., it is fast disappearing. There is a vast amount of work for them yet to perform; but they are doing nobly.

But there is a work for others to perform. The officers of our line have a grave responsibility in this matter. There is much in example. All should be careful of their conduct. Think of a superintendent calling in an employe to talk with him as to his habits, with the smell of whiskey upon his own breath, it would seem quite inconsistent, and yet, we are sorry to say, it is done day after day, and many wonder why so much trouble in the service, and it comes many and many times from the inconsistent acts of those in charge. We call to mind now an officer who had charge of men at the terminal point of one of our large railways; a conductor came to take his train and was under the influence of liquor. Did the officer displace him and put a sober man in his place? No, sir; he permitted the man to go out with a passenger train in this condition. And why? Simply because the same man had furnished the same officer with his whiskey day after day and week after week, and he could not consistently remove him, and upon investigation declared that he could not see any signs of liquor about him. You ask was the conductor discharged? Yes, sir, and promptly, but the officer is still in his place. Do you think the service can ever be benefitted by such men? We think not. They are a curse to any service, and we need never expect to have sober conductors, engineers, brakemen, and firemen, without an exception, unless we have sober officers, for no officer can use it, if ever so privately, but sooner or later his men will detect it, and when that time comes his influence and ability to suppress the evil has gone. Then in this matter men from president to track walker have a duty to perform. Let us then, as men, strike hands and not rest until the evil is entirely eradicated from the service.

The platform of the order is strong on this point, and all are laboring to assist in the grand work, and we will be glad to help, as far as we may, in its suppression.

CONDUCTORS INSURANCE SOCIETIES.

It is undoubtedly well known to all that there are several of the above named associations in the field, and each doing a noble work. The ablest of these is the "Old Reliable" insurance company of Columbus, Ohio. Then we have the Passenger Conductors Association, of Philadelphia; the Mutual Aid and Benefit, of Chicago, and others that we do not call to mind now. Last, but by no means least, the Order of Railway Conductors Insurance Association. All of the above, except the latter, do not require any special qualification, except that a man must be a conductor to join. Now, with these associations in the field, we desire to ask each of our conductors if it is necessary for them to patronize any of the stock companies now in vogue, or are they, as a class, under more obligation to those men who insure your life that they may make money? I think not. Now isn't it much nearer our duty, as a class, to arrange our business relations, and particularly our insurance, so as to secure to ourselves and our families the greatest benefit for the money paid, and, second, isn't it our duty to see that our brother conductor has our assistance as far as we consistently can give it in this matter, or will you cast your lot with the stock companies and sit idly by and see our various insurances go down, see the protection that ought to be thrown around all conductors and their loved ones perish for want of support? As there are hundreds, yes thousands, of conductors all over this broad land that can only afford the \$1 paid now and then into our various insurances, do you, my brother conductor, think that you can absolve yourself of any responsibility in this matter? If you do, we think you are sadly mistaken. You are to a certain extent "your brother's keeper." See to it then that you and he have its protection.

There is lots of room for all, and there should be no antagonism among them. Each are performing a noble work, and let all encourage the growth of each, let conductors conduct their insurances on business principles and with a fair equitable showing to all and throw their united influence in favor of our own insurances first before we go away from home for benefits.

Think of it, conductors, think of the responsibilities that surround you which you cannot shirk, think of your loved ones, dearer to you than life itself, think of those that are as dear to your brother conductor as yours to you. Could you see them suffer? No, it would be a slur on the character of the profession. We all honor them. Let us act like men, securing to all alike the benefits we may at some time so much need, avoiding all jealousies as to growth of each others association at all times striving to excel in good works, in honor preferring one another.

UNION MEETING AT ELMIRA.

We feel safe in saying that the union meeting at Elmira on Sunday, June 29th, was the largest yet held during the year. Elmira division, No. 9, had made ample preparations for the entertainment of the guests, the advance guard of which commenced to arrive on Saturday afternoon in person of our brother and worthy associate E. H. Belknap, and as train after train came rolling in at our Union depot the party continued to grow larger, as they came from north, south, east and west. The grand officers from the west were to arrive on some of the evening trains, and when one after another they came in the conductors were interviewed, and as they stated, "no such parties on my train," a look of sadness spread over the faces of all and particularly that of Bro. Millard, our efficient chief conductor, (who is also Sachem of a tribe of Improved Order of Red Men in our city,) who was at the depot to meet all the incoming trains. About 11 o'clock in the evening, after all the evening trains were in and Bro. Millard sat smoking on the steps of the Delevan house a carriage called for him and he was asked to repair to the office of the Order, No. 104 Lake street, which by the way has a very pleasant veranda. On arrival his face was a picture of despair and dejection. He saw no one but ye editor and associate, Bro. Belknap, (as the inside blinds were closed shutting out the view of the veranda). The conversation was very animated, particularly on part of the chief, for some ten minutes when ye editor opened the blinds, sat down and joined in the conversation for some fifteen minutes, when Bro. B. suggested to Bro. M. that they better both jump out of the window and end their sore troubles at once.

With the above sketch we simply call your attention to the following poem, written by Bro. Belknap during the session of the union meeting next day, which fully explains the situation :

I had a dream, it was of the olden time,
When savage hordes infested this beauteous clime ;
Ah ! more than a century gone, but still it came in play,
As though the scenes transpired, alas, but yesterday.
The grand old Sachem of the tribe had heard,
From far off western waters his quick ears caught the word,
That way beyond the Mississippi, where the Cedar Rapids fall,
A pale-face, named Daniels, would bring his Carver's all.
It was the sixth day of the week, the roses all in bloom,
The earth all clothed in beauty, the twenty-eighth of June ;

And the sachem of Elmira, the noble, happy Cal,
Sent a carrier dove to Olean, "Are they coming?" no, well, well!

"The pale-face lies," the Sachem cries, "I should have known forsoothe,
They live beyond the hunting ground, they cannot tell the truth :
Bring me my bow and arrows!" the hillsides fairly shook,
As he sped the poisoned missiles, 'mid the hills of Keokuk.

The mild, soft shades of evening, were gathering o'er the corn,
As the Sachem of Elmira, on the banks of the Big Big Horn,
Sat him down, the war paint fresh, his cheeks were all aglow,
"Me heart is sad, and I am mad, I know not where to go"

Sad, down-hearted, heart all broke, he repaired to 104,
The step once so elastic—he could hardly reach the door—
He espied another warrior, named the stalk the Wheat grows on,
"Go, send another carrier dove, tell them who its from."

"I will," the brave, brave warrior cried, "As you see the trees full blown,
They'll come, or I blow their brains out, through this d—d old telephone."
With a whoop and a shout, he halloed, "Iowa, where have you fled?"
The answer came back, "They cannot come," says the Sachem, "The fools are
dead."

'Twas nine o'clock of eve, and from Dunkirk there came a band,
The chieftain approached the platform, with his ticket box in hand,
The bold, old Sachem met him, "One word dear brother Hi,
Are the pale-faces with you?" "No, no." "Then I'm ready to die."

"I'll go," he said, "to my wigwam, I'll bury my grief if I can,
I will light me pipe of peace and smoke on the steps of the Delevan ;
Go tell me braves, me heart is broke, where is me bow and quiver,
If I am not here at early morn, go search the Chemung river."

While smoking, another message came, "Come down to 104,
Your brother chief would see you, in a room on the second floor."
He came, on entering the room, all he could possibly see,
Was the white neck-tie from Illinois, and the grand Sachem of the O. R. C.

"They've lied," he cried, "They have not come, Bell what shall I do,
The pride of my soul is broken, may I dare to console with you ;

Ah, Sachem did you know them ? As well as I you'll swear,
To lift the scalp of the pale-face boys, and dig out every hair."

"Perchance they are drunk," I remarked, "For the West is so much hotter,
The cowards get tired and sleepy just drinking old slough-water."

"Fire water ! fire water !" he cried, "I'm ascending a heavy grade,
Is this the gift from a pale-face ?" as I reached a lemonade.

I said to the Sachem in dire despair, "Do you know what your about,
Let us both bid adieu to all the world, and jump the window out."

"Which one, which one ? I'll do it," he said. "The centre one," says I.
He turned and gazed. "My God !" he cried, "The liars will never die !"

Outside on the porch sat a row of three, Carver, Daniels and Hi,
And the meek and crest fallen Sachem seemed a ghost of the by-and-by ;
His yellow vest cast a livid shade, as he sank in a vacant chair,
Then his face lit up with a beautiful smile, as he breathed a beautiful prayer.

"No matter where I wander, whether on land or sea,
When I least expect it I'm sure to meet good brothers of the O. R. C.
I give them the sign you taught me, and the answer seems to blend
As I take the hand and shake it of a brother and a friend."

To say all enjoyed the joke would come far short of the fact, and we believe
Bro. Millard enjoyed it most of all.

The work of the first and second degree was exemplified on three candidates,
Messrs. Jones, Thomas Brown, N. Y., L E & W., and James H. Post, one
of the oldest conductors of the N. C. R., with Bro. L. A. Carver in chief con-
ductors chair, Bro. W. P. Daniels, A. C. C., and brothers Wheaton and Wood
of No. 9 as S. C. and J. C., respectively.

The insurance of the order was pretty thoroughly discussed, also the matter
of an organizer for our order and permanent location of the Grand Division,
to the benefit of all. There were representatives present from Divisions Nos.
2, 5, 8, 9, 10, 12, 13, 14, 15, 16, 17, 20, 23, 24, 25, 27, 29, 32, 37, 38, 43, 45,
46, 50, 52, 53, 54, 56, 58, 64, 73, 80, 83, 100, 104, 107 and 113, thirty-eight
in all, and 140 brothers sat down to a banquet which had been prepared in the
banquet hall of the division for their entertainment.

On Monday following all were tendered an excursion to Watkins and the
Glen, through the kindness of Sup't Spencer Meade, of the N. C. R., but few
remaining over, and on Monday a party of thirty took seats in a special car

and were soon at Watkins, where all were tendered a short ride on the ever beautiful Seneca Lake, and were soon in charge of the genial Capt. Sweltzer, of the steamer "Onondaga," and enjoyed a very pleasant trip. The Glen was then visited, calling at the Glen Mountain house on our way up to partake of an enjoyable dinner. At 6 p. m., again at the station, and as train No. 8 pulled in we saw the pleasant faces of our old time associates, Mr. Alanson Buckbee on the engine and Bro. J. H. Post in charge. We were sure of a pleasant and safe journey home where we arrived at 6:50, on time, and our little party separated for their respective homes, and are now, we trust, well and engaged in their regular avocations.

And thus ended one of the most pleasant meetings it has ever been our privilege to participate in, and as our brothers have gone out from us the pleasant memories of their visit will ever remain fresh in our minds, and may the friendship commenced on that memorable occasion continue to grow and strengthen as the years grow apace until it pervades this entire land, and may we ever be found a band of brothers.

◆◆◆

SUBSCRIBE.

There is now an opportunity for all our good Brothers to lend a hand for our Order. We have, at this writing, 4,300 subscribers for our Monthly, and we want to see it 5,000 at least before October 1st. You can make it that if you will. Won't you do it? Take a sample copy and just ask your friend if he would favor us by putting down his name to help our cause along. You surely have one friend that will do this much for you. Try it. The Brothers of the Order have a duty in this matter. Won't you see to it, that you perform it promptly, and if every member of our Order will subscribe himself 5,000 will be overreached before September 1st. Isn't it worth while? The circulars of our executive committee tell that it is already self-sustaining. Can't we make it still more so? Please arrange and see that it is attended to at once.

Chief Conductors and Secretaries are especially requested to read Circular No. 4, printed in June number, and see that it is complied with in every Division. At this date some twenty-five have complied. *This is important.* Each Division must have a file of the Monthly on hand to consult in regard to all official matters printed therein, as we issue no circulars this year except those published in the Monthly. Your attention is called to this, in order, that all may be advised of the suspensions, lost cards, &c., that are published each month. Please do not compel us to take further official action in this matter.

BELLEVUE DIVISION, NO. 134.

On Monday evening, July 7th, we organized the above named division, with twelve charter members. We were ably assisted on the occasion by Brothers A. J. Thieman and F. A. Bunnell, of No. 14, N. M. Hyde, S. O. Davis, M. J. Wilson and S. A. Hopkins, of No. 20, C. F. Rexinger, of No. 1, and Bycraft and Pomeroy of No. 73. The following comprised the charter list: M. J. Marmon, E. L. Crawford, T. Harper, T. Bell, L. Nye, J. Cronin, E. Parry, F. Scheffer, A. Mahlin, M. H. McIlvain, Ben. Bell, A. Murphy, J. Spriggs.

The election of officers resulted in the following being chosen, which were duly installed by Brother A. J. Thieman:

C. C.—E. L. Crawford.
 A. C. C.—M. J. Marmon.
 S. and T.—L. Nye.
 S. C.—A. Mahlon.
 J. C.—Ben. Bell.
 J. S.—F. Scheffer.
 O. S.—J. Cronin.
 Correspondent Railway Conductors Monthly.—J. Spriggs.

Time of meeting to be determined hereafter.

We are under great obligations to the brothers who so kindly assisted us in this work, and they one and all have our sincere thanks.

KEUKUK, Iowa, 1884.

DEAR MONTHLY: Another division has been added to the list of gems in the circle in the shape of Minneapolis Division, No. 117, which was organized at Minneapolis, Minn., Sunday, June 22d. The special session of the Grand Division was called to order at 10:30 a. m., by your deputy, when the objects of the meeting were stated. Then the usual questions were asked the candidates to which all responded, when the obligations were administered to twelve, who were instructed also, and the division was regularly opened with the following deputy grand officers: G. C. C., W. J. Durbin, No. 46; A. G. C. C., J. W. Ross, No. 75; G. S. and T., L. R. Carver, No. 38; G. S. and C., A. W. Hull, No. 94; G. J. C., W. A. Gaines, No. 81; G. I. S., J. R. Sparks, No. 108; G. O. S., Thos. Kane, No. 82.

The following brothers were instructed in all the work of the order: J. H. Gardner, Harry Staples, Jas. Dacey, Frank Gayle, W. H. Burgam, W. R. Marton, C. S. Pixley, D. J. Maloney, Geo. A. Parkhurst, W. A. Grant, A. F. Marsh, Geo. Elmer, L. S. Hough, M. P. Benson, J. L. Briggs, and S. F. McKeeby; the four last being given the degrees in regular order, after which an election of officers was held, with the following as tellers: Bro. W. J. Dur-

bin, J. H. Gardner, and L. S. Hough. The following were elected and installed as officers:

C. C.—Harry Staples, No. 27 Washington avenue, South.
 A. C. C.—J. H. Gardner.
 S. and T.—L. S. Hough, 526 Hennepin avenue.
 S. C.—Geo. A. Parkhurst.
 J. C.—A. F. Marsh.
 I. S.—Geo. Elmer.
 O. S.—W. R. Morton.
 Correspondent—C. S. Pixley.

Bro. W. J. Durbin, as Grand Marshall at the installation, said: I am better satisfied with the officers of this division than of any new division I ever saw, especially the three first ones. They will make No. 40 hustle sure, and I am glad of it. The following brothers were present and assisted in the work: W. J. Durbin, 46; C. H. Kinzee, Thos. Kane, D. M. Fitzgerald, 82; W. S. Graham, 66; J. R. Sparks, 108; W. A. Gaines, 31; J. M. Morse, W. P. Hancock, A. H. Scott, E. H. Cross, 63; P. Frederick, 58; C. Westcott, 78; W. S. Repass, 40; G. B. Phelps, 22, to all of whom I wish to return my sincere thanks for assistance, and especially to Brothers Durbin, Hull and Graham.

All of which is respectfully submitted by,

Yours in P. F.,

L. R. CARVER.

ST. JAMES, Minn., 1884.

EDITOR MONTHLY: On Sunday, June 29, W. I. Allen Division, No. 130, was organized at St. James, with ten charter members, all conductors on the St. Paul and Sioux City division of the Chicago, St. Paul, Minneapolis & Omaha Railway. Deputy G. C. C., D. Bowers, of Des Moines Division, No. 38, had the work in charge, and he was assisted by Brothers E. J. Cavanaugh, of the same division, W. P. Hancock, of Thurber No. 63; J. Welch, of Johnson No. 67; D. E. Randall, of Three States No. 18; T. T. Muttart, of Waseca No. 90; M. Feeney, of St. Paul No. 40, and C. A. Logue and W. I. Allen, of Alamo, No. 59.

The work occupied nearly the entire day, and to the initiates, especially, was very interesting. The division is officered by C. C., D. E. Hasey; A. C. C., Ed. Miner; S. and T., J. L. Jones; S. C., S. H. Adams; J. C., C. F. Jones; I. S., A. Harrington; O. S., Jas. Mack.

By a unanimous vote the new division was named in honor of our train master, Mr. W. I. Allen, who is an old member and staunch friend of the order, and whom we regard as a sort of corner stone to the division. Meetings will be held on the first and third Sundays of each month, at 2 o'clock p. m., and visiting brothers will always meet a welcome recognition.

St. James is the division headquarters for about thirty five crews, and we anticipate a good working division, if not a large membership.

To "Yours Truly" was allotted the duty of informing the world, through the columns of the MONTHLY, of our existence, and for fear we shall not be seen we shall endeavor to be heard. Being yet in our infancy, a few lines tells the tale, and thus endeth the first chapter. "130."

ELMIRA, N. Y., 1884.

C. S. WHEATON, ESQ., DEAR BROTHER: As per your order, I left Elmira July 3d, with Bro. Stowell to Hornellsville and Bro. G. B. Wright to Salamanca, and over the N. Y. P. & O. to Kent, on my way to Little Rock, Arkansas. The attention and courtesies I received will not soon be forgotten. Arriving at Little Rock I found our good Bro. R. W. Adams, of No. 87, whose zeal for the order should receive more than a passing notice. I must say that Little Rock Division, 122, is composed of brothers of more than ordinary ability. Brothers Adams, of 87, Whiteside and McElroy, of 59, assisting in the organization. While in Little Rock I had the pleasure of meeting Mr. Nelson and Mr. Trowbridge, conductors on the Memphis & Little Rock Railroad, through whose influence we are in hopes soon to have a good division at Memphis. Returning I attended the union meeting of Hollingsworth Division, No. 100, at Columbus, Ohio, meeting many good brothers of the order, not having seen our good Bro. Knapp for some time, the meeting was rather touching, so much so that the Grand Chief Conductor, to separate us, placed us in the chairs of J. and S. C. There was an unusual interest shown on the part of the brothers towards the insurance. I think that unless every brother of the order enrolls his name on this list he will meet sooner or later with some retribution.

The result of the election of officers was as follows:

C. C.—F. Hequenbourg.

A. C. C.—W. H. Churchill.

S. and T.—Jabez Ketto.

S. C.—J. B. McCaughey.

J. C.—Jno. McCarty.

I. S.—J. R. Hughes.

O. S.—E. B. Harrington.

Correspondent for MONTHLY.—H. W. Angell.

Meets the second and fourth Sundays, at 2:30 p. m. Place of meeting will be given later. Yours in P. F., C. A. MILLARD.

YARD MASTERS' DEPARTMENT.

All matter under this head must be in the hands of the editor on the 15th of each month. We respectfully solicit correspondence ; make them brief, pointed and as interesting as possible.

—As all have now returned home and settled down to the work of everyday life again it might be well to take a retrospective view of the situation. The annual meeting at Atlanta, Ga., was composed of men who were second to none in intelligence, manly dignity and with full appreciation of the responsibilities of their official position, and the work there performed have placed the association far above the plain of common prejudice ; their every act was such as become the official station they occupy in the great army of railway employes. In 1881 this association placed in their laws the following plank, which is one of the corner stones of the whole structure, and ought to commend itself to all :

ARTICLE XI.

SECTION 1. Any member who shall engage in a strike, or shall encourage others to engage in one, shall be expelled from this Association, and shall be forever after debarred from becoming a member. His name shall be sent to each Division and placed on file, also a list of such names shall be kept by the Grand Secretary.

At the annual meeting at Atlanta the gentlemen went a little farther and instructed each division secretary to notify the managing officer of the line by which he is employed, and we hope to see the law, as it now stands, which was adopted by a unanimous vote, lived up to to the letter, as in our opinion and that of many of our associates at Atlanta, the stronger you make the penalty the less you will have opportunity to use it. And any man, I think, ought to know that he who instigates a strike is the worst enemy the laboring man of to-day has, and the sooner these characters are driven from the service the better it will be for the masses, and we assert that there has been no strike within the past ten years that has been a *permanent* success, for the simple reason that *the principal is wrong*, and wrong does not right wrongs ; but we do not see the need of pursuing this ground farther, and leave it by saying, all honor to the yard-masters manly stand.

We are informed that over 100 new members have already been enrolled among our membership, and we trust that ere another month has passed we can say that we have 1,200 members, and we are advised that divisions will soon be organized in Elmira, Waverly and other points in the eastern country.

• Let all lend a hand, and we will soon see our membership at 2,000 members.

ATLANTA, Ga., June 12, 1884.

MR. PRESIDENT AND GENTLEMEN :—Your committee to whom was referred matters of special nature and resolutions, beg leave to report the following :

WEEREAS, The ruler of all things has once more, in His infinite providence, permitted the members of this Association to assemble in convention, and still more closely bind themselves together by the ties of fraternal intercourse, and

WHEREAS, We are soon to separate, and return to our respective homes, to resume the important duties with which we are entrusted. We deem it a fitting tribute to our friends, both corporate and individuals that we express our sincere appreciation of the kindness and many courtesies shown us, and we do therefore

Resolved, That the warmest thanks of this convention are tendered to the officers of this association who have so efficiently discharged their many duties during the past year, they having performed the arduous labor of the association with fidelity and untiring zeal.

Resolved, That we extend our sincere sympathy to the widows and orphans of those of the association gone to their final rest since our last annual convention, trusting our aid to them may have been the cause of much happiness, which to know will make us feel that our association must live as long as the principles it represents.

Resolved, That we extend to the officers of all railway corporations, over whose lines we have traveled; our thanks for their unbounded liberality in furnishing us with every convenience for travel, and especially M. J. C. Minne, Supt. of the N. C. & St. L. Ry., for his kindness in furnishing us his official car from Nashville to Atlanta. Also, we feel under many obligations to the Pullman Palace Car Company for their liberality to the members of this association; also, to his Honor, John B. Goodwin, mayor of Atlanta, for his words of welcome and freedom of the city.

Resolved, That the members of this association tender thanks to the members of Point Lookout Division, No. 22, the citizens of Chattanooga, and Cincinnati Division, No. 5, of Cincinnati, for their kindness and courtesies while en route to the convention.

Resolved, That this association tender thanks to the proprietors of the Markham and Westminster Hotels, of Atlanta, for their kind hospitality to the members of this association while in the city of Atlanta, and it is further.

Resolved, That the members tender many thanks to B. W. Wrenn, Genl. Pass. Agt. of the Western & Atlantic Railway, for his kindness and attention both in coming to and while in the city.

Resolved, That this association express their thanks to the press of Atlanta for favors shown the convention while in the city. Be it further

Resolved, That we, the members of the Yard Masters' Association, highly appreciate the kind offer of the Order of Railway Conductors, to assist us in our work, and advance our interest, therefore be it

Resolved, That we tender our sincere thanks to the above association, and pledge them our hearty support during the coming year.

H. F. NEIMEYER,
JOHN F. BARNUM,

JOHN V. GRAY,
WM. T. CARTER,
CHAS. C. RAESER, Committee.

LADIES DEPARTMENT.

GOSSIP.

Webster says, gossip means to run about and tattle. Madame Grundy, or perhaps Mr. Grundy, says that that occupation is confined solely to the feminine gender. But if we can hear—and we have not been accused of having any serious trouble with our ears—the masculine gender cannot clear its skirts entirely. Although the members of this peculiar sex may not *run about* they *tattle* as much as the individuals before mentioned.

Truly “the tongue is an unruly member,” and we doubt if man controls his more than woman.

At the club John hears of the failure of B., and at the office next day tells his companions “our friend B. has gone to the wall, which calamity would not have happened but for the extravagance of his wife.” His comrades listen and make comments, but that is not gossip. Mrs. John at the sewing society hears the news, and at night repeats the same to her lord and master, and wonders if B. will miss his fast horses, fine suppers and expensive wines. But she is interrupted in the midst of her reflections and is told not to prate about her neighbors. “Gossip is unbecoming a lady.”

John repeated and made comments ; Mrs. J. repeated, and wondered—gossiped.

Gossips should not be without censure, that talk solely to hear themselves talk. Like magpies, they chatter about this and that neighbor, simply because they are impertinent busy bodies ; yet mischief is often done to friends and families by stories set afloat by them.

Gossips could do no harm if they always remembered to say of others only what they would wish others to say of them.

“HER” MOTHER-IN-LAW.

It is always his mother-in-law upon whom sarcasm spends its random ineffectual shots. Her mother-in-law escapes. With manly egotism editors and writers, who are, invariably and heedlessly masculine, remorselessly put the stale slander in cold type and assume that their mothers are perfect mothers-in-law. “Are we not their sons ?” “Could so perfect a specimen of manhood

spring from any but a perfect source?" Assuredly not. But wives are proverbially known to be imperfect; hence their mothers are more so. Who ever knew a wife that could cook like "my mother," or make a shirt that set like "mother's," or darn socks so they wouldn't hurt the tender feet? "Mother used to do it; I don't see why you can't." The wife being so faulty, what can her mother be?

It is never disagreeable to him to hear his mother say that "Mary Jane dresses too much," "that Mary Jane entertains too much;" "that she is extravagant in her house-keeping, careless in the management of the children;" "too demonstrative," or the reverse. Oh! no, it is his mother, and she must know.

But let her mother but hint in the kindest manner that "George stays out too late," or that the "club is too expensive for a young man just starting in life with his own way to make;" "that his cigar bill would suffice to bring many a little luxury into his home," and then will flow the vows (made to his wife with profane prefixes unfit for "ears polite") that he won't stand that old woman's tyranny any longer," "that he has put up with it long enough (although it may be the first hint that she does not think him perfect)," "that if she keeps on in that strain she will drive him straight to the devil," etc.

But these are nothing beside the trials of a young wife taken to live with her mother-in-law. Who ever saw a mother with a darling son that could find a girl good enough or pretty enough for the splendid creature who one day is going to make "Rome howl!" with his phenomenal cleverness and wonderful abilities! Be she ever so pretty or ever so sweet—she is not too sweet nor too pretty to incur his mother's aversion.

The first battle ground is the house-keeping of this double household—and although the drudgery of the housekeeper may be relegated to the young wife—be sure the reins of government are still in the hands of his mother. This gives her an opportunity to criticise and admonish that is not to be gained by any other arrangement.

Who has not seen in their own circle of acquaintance some sweet young girl, married and taken to live with her mother-in-law? Did no one once notice how, little by little, the happy light faded from her eyes, the youthful elasticity from her step, until people began to say: "How Mary Jane is fading?" "She used to be pretty!" "Those delicate bright-looking girls fade so soon!" Her mother has seen it if no else has, and perhaps this is the beginning of the trouble between him and his mother-in-law, of which he writes so fervently.—
The Farmer's Friend.

FRATERNAL DEPARTMENT.

As the time draws near for the seventeenth annual session of the Grand Division, with your permission, I will occupy a little space in our MONTHLY in advancing a few ideas about insurance.

That a large majority of the brothers are not very much in favor of the system of insurance connected with our order, as at present conducted, I think is sufficiently attested by the fact that so few, comparatively, belong to it. This being admitted (for argument sake, at least, my brothers of the insurance) the question naturally arises, can the plan or system be so changed or improved as to give that hearty support from the brothers so necessary to its complete success, and without which it must continue to languish and eventually die? I, together with many other brothers, think this question can be answered in the affirmative. While we, of course, have a remedy to advocate, yet are we open to conviction, and will be ready and willing to heartily support a better scheme, should one be offered.

Although the Order of Railway Conductors has many other and great works to recommend it, still I think we will all agree, that without some insurance or health benefit it is very incomplete, and falls short of its own teaching. During the sixteenth Grand Session in Kansas City, the following amendments and changes in our insurance laws were presented, and upon recommendation of the proper committee, ordered laid over until the seventeenth Grand session, to then come up as unfinished business. In order that the proposed changes might be as thoroughly discussed by subordinate divisions as possible, during the intervening year, it was also ordered printed in full in the proceedings of the sixteenth session. This action on part of Grand Division would infer that the members of that Grand body did not consider the scheme entirely without merit, otherwise it would have been "set down upon at once." Right here I wish to remind the brothers that the matter given below was prepared in haste and of course can only claim to be a mere outline; however, the crude idea is there and only needs the skill of some of our brothers to elaborate it into the complete system it is intended to suggest:

Be it enacted: That all statutes, articles, sections, parts of sections, all laws, rules and regulations, pertaining to the insurance society, be and are hereby repealed, and

Be it enacted: That upon the death or total disability of a member of the Order of Railway Conductors, in good standing, the secretary of his division shall forward to the G. S. and T., a certificate of the death or total disability

of such brother, stating age, occupation, date and cause of death, or disability, also standing of the brother at the time of death or such disability. Such certificate shall be attested to and signed by the C. C. & S., and three members in good standing in the division of which deceased or disabled brother was a member. Within sixty days of receipt of such certificate the G. S. and T. shall forward a draft for the sum of one thousand dollars, if upon a death certificate, payable to the deceased brother's heirs as follows, when endorsed by secretary of the division: First, the widow, if there be one. Second, the child or children. Third, the mother; failing all of which, the heirs at law. If upon a total disability certificate, payable to such disabled brother or his legal guardians. Said amount of one thousand dollars to be taken from a benefit fund, to be created and maintained as follows:

Within thirty days from the final adoption of these articles, the said S. and T. of each division shall pay into the Grand Treasury the sum of ten dollars, for each and every member of the division then in good standing, and thereafter the amount of ten dollars shall be paid yearly, in advance, for each member in good standing, and for all members promoted or reinstated during the year, he shall pay a pro rata sum.

The following shall constitute total disability: The loss of eyesight, a hand, foot or limb, or any cause whereby he will forever remain totally disabled from performing any labor whereby he can support himself or family, and provided that any member who shall receive the benefit on a disability certificate shall become an honorary member of the order, and forfeit all claims to any benefit upon his death. The benefit fund shall be held sacred to the purpose for which it was created; and two-thirds of any sum which may at any time be in the Grand Treasury to credit of this fund shall be invested in some of the standard securities by the G. & T., subject to approval of the executive committee. One-third to be kept in funds immediately available for the payment of a benefit.

First, as to the primary and, to my mind, all important idea of making the insurance, or benefit, which is a better word, extend alike to *all* brothers of the order. We are a *band of brothers*, obligated to succor one another at all times, and in all honorable ways, and as such all benefits should be shared alike, and all burdens borne equally. "Yes," says a brother, "but we have among our number the aged and infirm; the risk is too great. Would you have us guarantee a benefit to one who can not live, perhaps, a year?" Stop a moment, my brother, think, did you, when you repeated that solemn obligation with this brother, make any reservation because he was old, or in ill health?

No, that objection can not stand the light of our conscience. What though a brother has one foot in the grave, when we, by our votes, received him as a brother, and obligated him to fulfill all that is implied by that name. We at the same time assumed towards him a sacred duty that cannot be lightly forgotten. Is he not as much deserving of our sympathy and substantial assistance? Will not his loved ones, when he is gone, need that assistance as much as those of some of us who may be younger and by good fortune in more robust health? My brothers, I can hear you both head and heart answer, "Yea and more." Then is the question answered why we should make the benefits of our order universal to its members?

Second, The certainty of this plan will commend it over any system where the amount of benefit must be regulated by the number of members who may or may not pay an assessment. Under the present plan is it not true that after paying his assessments for years on a basis of 1,000 or 1,500 members, a brother's heirs, from loss of membership, non-payment of dues, etc., may receive but \$500, \$300, or even less. I hold, my brothers, that even from a business standpoint, a *certain stipulated* sum, even if small, is better than the *promise* of a sum maybe larger and maybe smaller. By the plan here advocated a brother knows, as near as mortal man can know, that upon his death his family will receive a certain known amount.

Third, The plan of collecting the amount of dues for benefit fund from division secretary and treasurer, instead of from individual members, will be found quite an improvement. It must be patent to all how much more simple and easy it will be to transact business with one or two hundred district deputies than to try to reach four or five thousand members, scattered from Maine to California, with constantly changing addresses.

Fourth, The manner in which subordinate divisions will collect or raise dues for this purpose, we think, will be found to work very smoothly, and give much better satisfaction than that of sending out assessments every now and then. The idea is to leave this to sub-divisions entirely. A great many divisions have accumulated a surplus, which could be put to no better use than that of providing for the loved ones of their members. Then again, the regular dues of some divisions are large enough to cover the benefit dues. Even those divisions not so fortunately situated, could, by a slight increase of dues, meet the demand upon them without the members feeling it.

Fifth, While I can not take the space to give figures, statistics, etc., to prove it, yet if any brother desires to investigate, as I have done, he will find the ratio of premium to benefit is better in figures named than any other insurance com-

pany receives after paying the enormous salaries, fees, and commissions they do to get the business. I am satisfied ten dollars per thousand will not only meet all demands but yield a very handsome surplus each year. There is one other feature I will touch upon before quitting the subject, viz., this plan removes the conflict with laws of certain states, where under the present plan, one is liable to fine for soliciting or obtaining members. And now, my brothers, I can only offer as my excuse for taking up so much space in my feeble endeavor to place this matter before you, that I firmly believe it to be for the "good of the order," and trust the brothers will give it their most careful consideration and express their views, both pro and con, and I am sure we will at least draw forth some good ideas by the agitation. Yours in P. F.

L. P. MARTIN, Div. 3.

The first annual State reunion of Hollingsworth Division, No. 100, Order of Railway Conductors, convened in the hall of the order in the Odd Fellows' building, at 10 o'clock, with the following members present: C. S. Wheaton, of Elmira, N. Y., Editor of the RAILWAY CONDUCTOR'S MONTHLY, and Grand Chief of the National Association; William P. Daniels, of Cedar Rapids, Iowa, Manager of the official organ; C. A. Millard, Elmira, N. Y.; Robert Bycraft, Ashtabula, O.; S. O. Davis, Collinwood, O.; D. J. Ewell, Hartford, Conn.; L. M. Dooley, George Earley, Charles Vickery, James Kinney, Joseph Shepard, George Manering, Theodore Sample, Clark Willcuts, Joseph Desher, James Finn, Logansport, Ind.; A. J. Sherman, F. A. Bunnell, E. L. Paisley, Keokuk, Iowa; E. V. Agnew, Cleveland, O.; P. H. Fitzgerald, E. D. Turboss, Indianapolis, Ind.; F. Hogan, C. Pfeffer, P. J. Sweeney, Galion, O.; S. C. Brown, Washington C. H., O.; J. H. Button, I. B. & W. R. R.

The first session lasted until half-past two o'clock, and was presided over by A. J. Thieman, of Cleveland, Chief Conductor of the Division. S. C. Brown, a new member, of the Ohio Southern Railway, was initiated. Mr. H. P. Feltrow officiated as secretary, and the work of the morning was superintended by C. A. Millard, of Elmira, New York, Division No. 9, assisted by A. S. Knapp, of Columbus. Another session was announced for 4 o'clock, p. m., and a concluding one for to-night. At to-night's meeting the question of conductors' life insurance will be discussed, the location of state headquarters, and other matters.

The headquarters of the Division is at the Exchange Hotel. Mine host, Bud Hollingsworth, after whom the organization is named, is unfortunately absent at Chicago.

An elaborate dinner was served at 2 o'clock p. m., of which the following is the clever menu, prepared by clerk N. A. Court:

All Aboard,

Baked White Fish, shipped by P., C. & St. L. R. R. Irish Potatoes, McGinley style.

Tickets.

Hoe Cake and Buttermilk. Conductor's Ribs, with New Potatoes, Browned.

Change of Cars for Chicago, Cincinnati and St. Louis.

Jake Hark's Little Lamb, with Mint Sauce. Chicken, with Snipe Dressing.

Stuffed Veal, I. B. & W. Sauce. Frank Thompson's Tongue, Hunter Sauce.

King Beef and Cabbage. Boiled Chicken, R. R. Sauce. Pan Handle Ham, Champaign Sauce. Fillet of Beef, Larded, a la Jenkins, Mushroom Sauce.

New Lookout for a Caution Signal.

Rice Pears, Day Sauce. Breast of Sullivan Stewed with Johnston. Little Miami

Puffs, with Gillis. Baked Macaroni, O. C. Style. Lobster Salad, a la Means.

Shrimp Salad, a la Knapp. Pinney's Cold Ham. Houser's Cold Corned Beef.

Change Cars for Vegetables.

Potatoes Mashed on J. S. Scott. Shannon's New Boiled Potatoes. O. R. C. New Beets.

Sweet Corn, a la Seagar. Fitzgerald's New Peas.

Tomatoes Stewed by Little Joe Millette. Asparagus, on Morgan. Brook's Cauliflower. Kilborn Slaw.

New Make Up for Lost Time, Relishes will be the Next Station.

Old Ben Piper's Cucumber Pickles. O. A. Uibbett's Fancy Mixed Pickles. Bailey's

Young Onions, with Radishes. Spiced Beets, a la Soper.

Worcestershire Chow-Chow. Terboss' Mustard. Bosworth Lettuce, eat Cheese.

Konkle's Sliced Tomatoes. Raidy's Sliced Cucumbers.

Five Minutes for Variations.

Kelley's Island Catawba. Davis, Claret, Bowl Punch. Wheaton's Green Apple Pie.

Daniel's Lemon Merangue Pie. Cavey's Pound Cake.

Feltrow's White Mountain Cake. French Kisses, via. Macaroon. Millard's Orange Cake.

Cream, a la Frozen Adams. Gross, with Orange Ice. Watermelon, picked by Elliott.

Oranges. Nuts, mixed by Jones. Bananas. Raisins. French Coffee. Ching Woo Tea.

Iced Tea. Sweet Milk.

MADISON, Wis., 1884.

EDITOR MONTHLY: I have been reading the writing by P. F., of Palestine, Texas, in regard to conductors and engineers on all railways having a government license. In Wisconsin we cannot see where railways, conductors or engineers could be benefited in having a license. Here in God's country a man has to be employed in freight service from two to six years before he is considered worthy of promotion. If the officials of our several railways that have worked themselves up from the foot of the ladder to the top are not considered capable of judging what men are most worthy and reliable to run trains and

locomotives, I say by all means have a board of examiners to test the sanity of the head men of the railroads. This license business puts a man of twenty years experience on an equal footing with a person without any, or that is drilled to answer a few questions. This license cannot show that a man has ever been employed as brakeman or fireman for several years under men capable of making a man of him, worthy of promotion. I may not understand the brother's meaning in regard to the benefits of license, if so please forgive me. I think I can post a child to answer questions to procure a license. As I understand it any man with money enough to buy one can apply for it, and take the license to any superintendent wanting men and say I am a conductor. If the holder of a license has bad luck and should have his license taken away it would be a bad system of black booking. My advice is to employ only good members of O. R. C., or B. L. E. Then railways will be most safe out here where the sun rises in the East and sets in the West. We have very few men that are millionaires, or have money to throw away on what I consider worthless paper. Respectfully,

VANDY.

CATAWISSA, Pa., July, 1884.

BRO. C. S. WHEATON, G. C. C., AND BROS. OF THE ORDER:—At our regular meeting of June 15th, I was elected to the position of correspondent for the Monthly for our division, and some of the brothers were looking in the July number of the Monthly to see what would be the tone of my first attempt at letter writing for a journal which is so ably managed by our Grand Chief Conductor, and which each member of our organization should read; but after perusing it from page to page they found nothing in it concerning our Division, from me, but I will try and have this letter to you in time so that it may appear in August number, and I hope to be able, in my future writings, to give them a more satisfactory letter than this my first one to you. We are situated here almost alone, it would seem, at the foot of the mountains, in Pennsylvania, and a little out of the way of most all our brothers, but, at the same time, if any of them throughout the land were to come this way, I am sure we would give them a cordial reception, and would be glad to have them visit us on meeting days, which are the 1st and 3d Sunday of each month, and have their ideas of the workings of the order. And in speaking of meetings recalls our meeting of June 15, when every member of our division was present, and all seemed deeply interested in it, and all had something to say for the good of the order, and seemed inspired with new ideas, and it was time that some such a meeting should take place, but

things are now working along nicely and smoothly. Our brothers were loud in their praise about the union meeting that No. 9 was going to have on June 29th, and all spoke as if they would like to attend it, but could not on account of financial affairs of our Company; but we expect to soon see it all right again, and have our pay days regular. By the way I believe we were after all represented by Bro. John W. Dent, ass't disp'r at Shamokin, at the union meeting, and were looking for him at our meeting July 6th for a report of it, but as he is situated on another branch of our road it is not always convenient for him to attend every meeting, but we look for him at our next.

Well, now about things on the road here. We are all making full time now, and hope we may continue to, and we have a fair prospect of making our division grow with good material. Our division supt's office is located here with Mr. D. C. Reinhart at its head, Mr. M'A Bertolet, gen'l train disp'r, assisted by Mr. J. F. Hedden, bro. George M. Mudgett and A. Holshoe, in day time, and Mr. Freman W. Fry, at night, handles the trains, all of which is done in good style and with swift despatch for their destination and safety; and in the yard to look after the boys and tell them what work he has for them to do, we have the heavy weight man as yard-master in Bro. W. H. Berger, whom some of the members will remember was our delegate to Buffalo in 1881, and who says he is going to Boston this fall to eat baked beans and brown bread which the Hub is famous for. In my next letter I will give you the names of our other brothers and what they are doing. But one thing more yet, and that is, before the grand convention meets, you will have a number of the brothers in the insurance from No. 23, and I hope there will soon be two thousand of us in it. It is something we must boom up.

CANNON BALL.

CLEVELAND, O., 1884.

BROTHERS OF OUR ORDER:—Agreeable to our notice in June number of Monthly we closed the subscription list to the widow of our late Bro. E. J. Clark. At our last regular meeting, the 13th inst. 68 Divisions responding to our call. We have received to date \$716.00, which lifts the mortgage and leaves a snug sum for the widow to help support and educate her three little ones. The mortgage has been lifted by our committee and canceled, and the balance was paid to the widow in cash.

Cleveland Division wish to hereby extend their sincere thanks to all divisions and to every member contributing, and this division stands ready, at any time, to reciprocate if it lies in their power to do so. Although all our members do not belong to the insurance, we expect them all in in a short time as

they are coming at every meeting. We hope all our brothers are doing likewise, and that at our next Grand Division we will have added two thousand new names to our insurance list. The wicket of Division 14 is ever ready to be lifted to admit a visiting brother, and when in our city do not fail to call on us.

F. A. BUNNELL, S. & T.

BOREA, Ohio, July 15, 1884.

OFFICERS AND MEMBERS ORDER OF RAILWAY CONDUCTORS :

Gentlemen—I wish to express my sincere thanks to you, through your Monthly, for the very kind donation that has been given me by the members of your noble Order. Words are inadequate to express my feelings. I thank you, and ever in my heart will there be a tender spot, where will abide, a love for that grand noble order—the Order of Railway Conductors. Although not a member of your insurance, it was ever the wish of my husband to become one, circumstances to the contrary. He had an abiding faith in the Order of Railway Conductors, and now that faith has been returned unto his widow and orphans a thousand fold. Again thanking you, I am very gratefully,

MRS. EDWIN J. CLARK.

ONLY A BRAKEMAN.

Dust grimed features, weather-beaten hands that show the scars of toil ;
Do you envy him his station, patient tiller of the soil ?
In the storm or in the sunshine, he must mount the speeding train,
Ride outside at post of duty heeding not the drenching rain.

In the pleasant summer weather, standing on the car top high,
He can view the changing landscape as he rushes swiftly by ;
As he notes the beauteous picture which the lovely landscape makes
Suddenly across his dreaming comes the quick shrill call for brakes.

But when the winter's icy fingers covers earth with snowy shroud
And the north wind like a madman rushes on with shriekings loud ;
Then, behold, our gallant brakeman springs to heed the engine's call,
Running o'er the icy car tops. God protect him if he fall !

Do not scorn to greet him kindly, he will give you smile for smile ;
'Tho he's nothing but a brakeman, do not deem him surely vile,
Speak to him in kindly language, 'tho his clothes are coarse and plain,
In his fearless bosom beateth a heart that feels both joy and pain.

He may have a widowed mother ; he may be her only joy ;
Mayhap in her home she's praying for the safety of her boy.
How he loves that dear old mother—toiling for her day by day,
Always bringing her some present every time he draws his pay.

Daily facing death and danger, one misstep or slip of hand
Sends the poor, unlucky brakeman to that dread, unknown land.
As you scan the evening paper note what its filled columns say,
One brief line attracts your notice, one more brakeman killed to-day.

In her little lonely cottage, waiting 'mid the waning light,
Sits the luckless brakeman's mother ; she expects her boy to-night.
Some one brings the fatal message—God have mercy ! hear her pray,
As she reads the fearful story—killed while coupling cars to-day !

M. E. W.

LUDLOW, 1884.

DEAR MONTHLY :—One of the most pleasant events of the season was the marriage last Wednesday of Richard L. Smith, conductor on C. N. O & T. P. R. R., to Miss Fannie Berge, a beautiful young lady of West Fourth street. The ceremony was performed at the bride's home, the Rev. Father Long officiating. After the ceremony a grand supper was had at the residence of the bride. The presents were costly and numerous, among them being a silver table service from groom's friends at the C. N. O. & T. P. R. R., an elegant bronze clock from a few gentlemen friends, a silver pitcher from his old friend Capt. Frank E. Matlack. Mr. and Mrs. Smith left on the C. N. O. & T. P. road for Chattanooga, from there they will go to Louisville, Ky., returning to their beautiful home in Ludlow, where they will settle down to the comforts of life. Mr. & Mrs. Smith have the best wishes of the railroad fraternity.

OMAHA, 1884.

DEAR MONTHLY :—Please allow me to make my bow to you, as this is my first trial at corresponding. I hope you and the readers will overlook any faults or blunders I may make, and I will promise to try and do better the next time. Our C. C., F. J. Fairbrass and family are off to the Pacific slope on a few days recreation and pleasure. We all hope they will have a pleasant trip and safe return. Bro. J. J. S. Millspaugh will act in his stead next Sunday, and he will have his hands full as five conductors have applied for initiation on that day ; but with the help of that old hero, Bro. Samuel Herman, we hope he will get through O K. The prospects are very bright for our division, and we hope by the next convention to show up fifty good and loyal members. Every member now is taking great interest in the order. We are taking things slow, and adhering to Davy Crockett's maxim, " Be sure you are right, then go ahead." We hope to make a success of our division, and to be a bright and shining star in the order.

G.

EDITOR MONTHLY :—I notice you have correspondents from almost everywhere, "the largest little road in the United States excepted," so will try and write something. We think the D & R. G., this division in particular, one of the most unfortunate in existence. Troubled with snow and slides all winter and spring, and before trains could get to running on time, then comes high water, washing out road beds, culverts and bridges, almost without number, putting a stop to all traffic, passenger and freight, U. S. mail included, till the post office department arranged for an overland mail, and worst of all for the employes. The company failed to come to time, with their pay for May and June, though the receiver, Mr. W. S. Jackson, lately appointed, is reported to be making arrangements to start the pay car in a few days. Nearly all the crews are working on construction trains on different points along the line.

R. M. Ridgway, our division superintendent, is the right man in the right place. He is at the front all the time, with his coat off and at work as hard as any man. Mr. T. J. Guinn, our train master at Gunnison, is another gentleman in the right place. He believes in giving the boys their rights every time.

There has been no trains through from Grand Junction for about five weeks and from present prospects it will be the first of August before trains can get through. After we get to running through will write again and let you know how business is.

ON THE RAIL.

ASHTABULA, Ohio, 1884.

DEAR MONTHLY :—By the report of our executive committee you can see what a successful venture our Monthly has been, notwithstanding the one-handed support that it has received from some. The subscription list must be nearly if not quite 4,000, and I will venture to say that nearly one-half of those are not members of the order. Brothers, pray do not forget that the Monthly is the property of the order, and as much yours as anyone's, and its success financially depends in a measure on the support it receives from us. Perhaps some of you are subscribers for some other railroad periodical is the reason you do not subscribe for the Monthly, if so please let me ask you a question or two: Suppose you should have the misfortune to lose your situation will this publishing company endeavor to procure you another? (I guess not); and again, suppose you are so unfortunate as to lose a limb or your life, will they go down in their pockets and say: Brother, as long as I have a nickle I will divide with you. No, sir; as soon as you stop paying them your money then their interest in you stops. Always remember one thing, help those who help you.

Yours in P. F.,

BRICK.

MENTIONS.

—Any person knowing the whereabouts of Bro. Herbert Durkee will please send the information to this office.

—Bro. Ed. Ogden has been very sick at his home in Susquehanna for some weeks. At last accounts he was convalescing.

—Bro. E. E. Potter, of No. 9, has been very sick during the month, with quinsy. he is now able to be out, and will take his train in a day or two.

—We learn from a correspondent that Bro. W. P. Hancock is quite a handy man with his hands. We hope he won't get into trouble by the too frequent use of them.

—We have received from Bro. N. C. Brown a clipping published on the death of his father, which is crowded out this time. We hope to have room in our next issue for it.

—We are in receipt of a circular from the Brakeman's Brotherhood, and it shows a good healthy organization. We wish them success, and will lend a hand at any time to assist them.

—The train dispatchers are organizing branches of their association in several localities. We have several matters of interest which are crowded out this issue. We hope to give them more room in next issue.

—Our insurance is now 910. At last annual meeting we had 550. Truly we have made a grand gain so far this year. Now let us all push it forward to at least 1,500 by October 1st. We can do it if we will try.

—Cincinnati Division, No. 107, gave their first annual picnic on June 20th, at Price's Hill, and we are pleased to note was a decided success financially and otherwise. The amusements and dancing were kept up until the "wee sma hours," and all parted happily anticipating a like jolly good time in 1885.

—We are in receipt of Vol. 1, No. 1 of the Car, Cab and Caboose, published in St. Louis, Mo. It is a bright interesting paper filled with choice reading matter. We gladly add it to our exchange list, and wish it an abundant success. There is room for it, and we are glad to welcome it to our field of labor.

—Mr. W. F. Sherwin will leave the east on 19th July with a party of 300 delegates, and others, for the G. A. R. reunion at Minneapolis, Minn. They go via the famous Niagara Falls route, the M. C. R., and we know they will be well taken care of and enjoy their trip immensely, as the M. C. people do nothing by halves.

—There is a trotting mule for sale at Yorktown, Dak., and we judge he can be had at a bargain, if our correspondent's recommendation is genuine he is the most agile animal in the north-west, as he is accredited with kicking one man's shins and his rider in the back of the head at the same time. For further particulars enquire of Bros. Gorman and McCarty.

—On Sunday, July 6, Mt. Helena Division, No. 129, was organized at Helena, Montana by Special Deputy G. C. C. Fred L. Chase, assisted by Bro. W. O. Mohler, of Mt. Hood Division, No. 91, and other brothers of our Order, with ten charter members; it starts off with bright prospects for the future. Bros. Chase, Mohler and others have our thanks for their kindness.

—We expect to leave home on August 1st for a short trip to Chicago and perhaps Spirit Lake, Minn., and be absent about ten days. We trust the brothers will be a little patient with us as we have not taken any vacation yet, and we were voted thirty days during the year. However we shall not go if it will jeopardize the work by absence. We are at present suffering somewhat from contact with the floor of a skating rink, but hope to be O. K. in a few days.

—We are informed that J. G. Brown, formerly a member of Wasatch Division, No. 45, (now defunct), was relieved of his satchel, which was taken from the ladie's car on the L. & N. A. & C. Ry. It contained beside clothing letters of recommendation from several railway officers. Railway officers and others, should they have them presented, or hear of them will please favor us by sending them to this office.

—Garrett, Ind., and St. Joseph, Mo., are on hand for divisions of the order. Charters are granted for Bowling Green, Ky., and Huntington, West Virginia. We will organize a fine division in Philadelphia on Sunday, 27th, with nearly 100 charter members. We will have hard work to keep organized up as fast as ready. Please be as patient as possible, as it takes some time to get supplies around and arrange for organizing.

—The excursion of Rochester Division No. 8 to Silver Lake was a decided success. The party filled eleven cars and numbered 800 people. The entire programme was carried out to the letter. Mr. J. H. Kelly, of Rochester, addressed the conductors at considerable length, and was attentively listened to. The committee in charge were, E. H. Nash, J. E. Consalus, J. D. Shultz, Hill Henry, George H. Brown, M. G. Pitts, Frank Kirk, W. H. Godfrey, J. C. Vandake, A. H. Lowring and L. P. Steimes.

—We are just advised of the organization of Star City division at Lafayette, Ind., by our good Brother Belknap, on Sunday, July 20th. Our brother is entitled to great credit for his noble work. He organized them without supplies or hardly a book to work with. He speaks very highly of the brothers who compose the new division. The officers are John C. Shueing, C. C.: George S. Keeler, A. C. C.; C. M. Vanter, S. & T.; D. M. Carr, S. C.; J. D. Eldred, I. S.; Charles Bloom, O. S.: Kenten Cramer, Correspondent.

—A great amount of inquiry is made why charters were not granted for divisions of our Order at Brainard, Minn., and Butler, Ind. We desire to state that both were withheld on account of protests entered against them, and could in no case issue over the protest, which to the Grand Secretary and ourselves were sufficient. We hope, however, at some future time to see good divisions at both points. We were glad to see brothers interested enough to inquire into the status of candidates for admission on charter lists.

—Business on the N. Y. C. has improved very much. Bro. W. G. Field now handles local on Auburn road, vice Joseph Peck removed. M. Mulligan has taken a run on same division. Bro. Retalick is still in the market. Bro. F. Sitts is on the sick list, but we hope for his speedy recovery. Our new ass't sup't, in charge of this division, Mr. A. Young, is well liked by all. Division No. 43 now has 87 members, 37 of which are insured in the Order insurance. We hope to say 50 at least before October. "Next."

—Just as we go to press we are pained to learn of the death of our former friend and brother C. A. Stuby. We have known C. A. Stuby for the past ten years, and we have known him to be an honest, upright, conscientious gentleman, and his departure will be mourned by a large circle of friends. He was one of the oldest passenger conductors on the Buffalo division of the N. Y., L. E. & W. line (formerly Erie). His associates particularly will greatly miss him. We believe he has been in charge of trains 6 and 9 between Attica and Hornellsville for the past five years.

—Sunday, July 6, Griffin Division No. 56 had a grand good meeting. Many members were in attendance that had not been out since they were initiated, and now they regret that they have lost so much by non-attendance. We regret that we could not be represented at the New York state union meeting on the 29th, where we could have helped back up the little state of Iowa against the big state of New York. Please inform Bro. Stump, of 50, that I will sell all my telephone stock to him if he will buy, and I also will sell my oil paintings to Bro. Pattengill if he wishes to purchase.

—Ere this issue reaches our readers divisions of our Order will be located in Boston, Mass., Philadelphia, Pa., Lafayette, Ind., Huntington, W. Va., and Bowling Green, Ky. They are all ready and waiting. With these added to our list we will number 136

solid divisions, and we will have organized 44 new divisions this year. Many will perhaps remember a remark made by a delegate at Kansas City last October, predicting 50 new divisions this year, and at present appearances he will come near being a prophet. We have yet two months to work, and we hope to see ten more at least by that time. Let us make it 150 on October 1st.

—The B. C. R. people seem to be quite unfortunate lately. Will McMullen, fireman, was struck by a bridge at Columbus Junction, and had his skull fractured. He now lays in a very critical condition. Robert Hazlett, son of the Commercial Express agent, in this city, was killed while wheeling some express to Train 42. Harry Whittim, a clerk in Bever's bank, was struck by a car attached to a switch engine, and had his right leg so badly crushed that amputation was necessary, from the effects of which he died in a short time. Wapello, a station on the B. C. R. was struck by a wind storm on the 6th, which demolished several houses and the B. C. R. wind-mill at that point. The B. C. R. are building 360 miles new road this year, which of course must make lots of extra work for the boys, particularly Bro. Fox, ass't sup't and Mr. Robert Williams, sup't are pretty busy. No drunks in our little city since the fourth. Special train Cedar Rapids to Albert Lea, on Sunday, 6th, made pretty good time. Distance 155 miles; time 1:65 minutes. Let us hear from some eastern line.

—We left Elmira on Friday evening, July 18th, for Boston, Mass., on Erie train No. 12, with Bro. Millard for an assistant to organize a division of our order at that place. After a good nights rest we found ourselves on being awakened by the porter in the great city of Albany, and after a few minutes delay we were soon speeding away toward the city of baked beans and corn bread. The scenery all the way from Albany to Boston is very fine, and we spent our time in gazing at the swiftly changing scenes as we sped along. We were joined at North Adams by Mr. J. R. Watson, general passenger agent of Fitchburg railway, who traveled with us all the way to Boston. We do not think that any line can surpass the Fitchburg for beautiful scenery. Leaving North Adams, the first point of interest is the famous Hoosac Tunnel, the longest in this country,—length five miles, and were eleven minutes passing through it, and you will notice the entire absence of any foul air while in transit. Leaving the tunnel you pass along beside running water nearly all the way to Boston, and from the tunnel to Greenfield the view from the right hand side of the train is magnificent. Just east of Greenfield we cross the Connecticut river, and in a few minutes are passing Lake Pleasant, one of the finest inland summer resorts in the east. At present there are about 2,000 Spiritualists encamped there, and they could not have chosen a lovelier spot. We halted at Fitchburg for lunch, and were soon again speeding on our way. At Concord, Mass., we cross a branch of the Old Colony; at this point the company have in operation a safety crossing switch, making it impossible for two trains to come in contact at the crossing,—space forbids our describing it at this time. At 8:10 p. m. prompt we were at the Fitchburg station in Boston, and were soon quartered in the United States hotel. Sunday a. m., dawned bright and clear, and we were soon in the division room, where with the able assistance of brothers Rosenkrans, Cole, Romine, Shultz and Gerst of No. 52, Millard from 9, Ewell and a number of others from No. 50, we organized *Boston Division, No. 126 with twenty-two charter members*. This division is composed of fine material, and has come to stay. The brothers all have our thanks for their assistance.

OBITUARY.

Bro. Gould, a member of division No. 9, running on the Cuba, Braaford & Eldred Ry., on the 19th of June lost his beloved wife. She, after an illness of a few weeks of quick consumption, was called to bid adieu to this beautiful

earth, leaving many friends, a husband and two beautiful children. Although young in years (only 24 year old) she had become attached to the beauties of earth life. A devoted wife and mother, good, pure and noble, she knew no dread from this life to the one unseen. Brother Gould has the heartfelt sympathy of all the brothers of No. 9. Hoping he may realize that he will ever have a guardian angel watching over and waiting for him. H. H. A.

OFFICE OF EXECUTIVE COMMITTEE,
M. RYAN, CHAIRMAN, 128 EAST FIFTY-FIRST ST., N. Y. CITY. }

To the G. C. C. and Brothers of O. R. C.:

Agreeably to Article 4, Section 1, of the Constitution, your Executive Committee appointed our worthy Bro. E. O. Soule, of Valley City Division, No. 58, to inspect the Books and Records of the G. S. and T., and we fraternally submit the following statement:

Cash on hand Oct. 1, 1883.....	\$ 1,530 58
Receipts to May 3, 1884.....	10,292 33
Total.....	\$11,822 91
Paid out for MONTHLY.....	\$1,597 06
Paid out for other expenses.....	7,695 97
Total.....	\$9,293 08
Cash on hand.....	\$2,529 88

The amount expended for MONTHLY includes the May number.

In the amount of "Other Expenses," over \$2,000 was for expenses of last Fiscal year. Salary of G. C. C. paid up to May 20th, and of G. S. and T. to April 20th of this year.

There was on May 3d, 3790 subscribers to MONTHLY—showing receipts from MONTHLY.....	\$4,737 50
Due from Advertisers	325 50
Total.....	\$5,133 00

We must congratulate the Order upon the gratifying success of our MONTHLY. Launched upon the sea of Literature on January 1st, it now sails its course into 4,000 welcome ports. Under its most able management it worthily takes its place among magazines of the highest class. Each number is replete with literary gems, and as a work of the Order it is at all times interesting and instructive. It is no longer an experiment, but a pronounced success, and while we congratulate, we would suggest to the brethren to bear in mind that continued success means continued labor, and it is hoped that the labor will be so well performed that Volume Second will go forth to 10,000 subscribers.

The very flattering condition of the entire Order at this time, is also a matter for congratulation. Never, since its organization, has it been more flourishing. During the past year about thirty-five new divisions have been organized and more are getting ready. At this time we number an unbroken column from 1 to 125. It has been well and truly said, "The experiment of a paid executive has proved most successful."

On June 1st there were about 800 members in our insurance, and many applications coming in. We are pleased to say that the membership has nearly doubled in the past year and, while it is not as large as it should be, (for it should embrace every member of the Order) it shows that the brethren are beginning to realize the fact that they have within the Order the very best insurance possible,—safe, sure and cheap.

In conclusion, brethren, we would say that by courage, energy and perseverance our Order has been placed in such a position that it stands to-day honored and respected wherever known and we would urge upon all members to ever bear in mind that it is their duty to see that there is no derogation from the high standing it has attained.

Thus will we ever command the honor and respect of all. Yours in P. F.,

M. RYAN,
J. S. RANDOLPH,
J. N. ROBINSON,
Executive Committee.

CIRCULAR NO. 10.

BROTHERS : The following are reported :

Suspended—By Division No. 11, June 22d, D. D. Bennett, Charles O'Keefe and M. Gordell.

By Division No. 50, June 13th, J. Dunn, B. Francis, W. J. Morris, D. Morton, A. E. Sears, J. Simmons and A. Yeomans.

By Division No. 66, April 6th, E. Potter. All for non-payment of dues.

Expelled—By Division No. 4, July 13th, D. Pulver, for drunkenness and unbecoming conduct.

By Division No. 23, June 23d, George M. Forrer, for unbecoming conduct.

By Division No. 51, A. N. Smith, bad conduct.

By Division No. 98, July 6th, J. D. Stover defrauding division—

D. Pulver holds a withdrawal card from division No. 4. All divisions are cautioned against receiving it.

Division Card No. 210, issued January 22d. to H. E. Waldron, has been stolen, with other property. Bro. Waldron requests that any one presenting the above card be arrested. Also, that any one presenting letters of recommendation in favor of H. E. Waldron, be arrested.

Thirty-one members of the insurance have forfeited their membership by non-payment of assessments, numbers 26 and 27, and there are now 910 members in good standing. Many members request me to send receipts in other letters. I must hereafter decline to do this. I cannot spend *your* time to send receipts in any other way than as provided in Article XXIII, except when an *addressed* postal card with the receipt written thereon is sent, or when several send together, if an *addressed* and *stamped* envelope is sent, all the receipts will be returned in the envelope; or if the numbers of the certificates are written on a sheet of paper, the sheet can be returned in an addressed and stamped envelope, as a receipt for the whole, but care must be taken to have the numbers correct, as, if a mistake is made in the number of a certificate, credit will be given to the wrong person. When the numbers are sent in this way the notices need not be returned. When you send stamp for a receipt, fasten it securely on the *address* side of your notice, *not* on the notice side, and do not put it in your letter loose.

For the benefit of new divisions, I will say that all divisions organized before October 1st, are entitled to representation in the grand division. Divisions organized since September 30th, 1883, do not pay any Grand dues this year, but they must pay initiation and promotion fees on all their members, including the charter members, making one dollar each for all who are full members September 30th, 1884 and fifty cents for all who have the first degree only.

The blank for your annual report will be sent about September 1st, and cannot be sent any sooner. It will contain all necessary instructions and a statement of your account with the grand division.

Yours truly in P. F.,

WM. P. DANIELS.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 59, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1481 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, 1821 Papin St., St. Louis, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, ISAAC N. HODGES, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meets 1st and 3d Sunday in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets 3d and 4th Mondays in each month at 7:30 p. m., in Stent's Hall, over 108 East Seneca street, Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., Frank M. Sanders, Box 87, Marshalltown, Ia. Meets first and third Sundays in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 35 Forrest Place, Baltimore, Md. Meets 1st and 3d Monday of each month at 9:30 a. m., and 2nd and 4th Saturday at 8 p. m. during summer, and 7:30 p. m. in winter, Knapp's hall, Holiday-st, opposite City hall.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2543, Battle Creek, Mich. Meets 2d and 4th Sunday at 2:00 p. m., in K. of P. room, Castle Hall, Morgan block, Battle Creek, Mich.

Houston Div. No. 7, Houston, Tex. C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 184 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fanin-st.

Rochester Div. No. 8, Rochester, N. Y. C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 632, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan.

C. C., J. C. Weeks, Emporia, Kansas; S. and T., C. M. Hatfield, Emporia, Kansas. Meets in Masonic Temple 1st and 3d Sunday in each month at 2 p. m., at S. E. corner 5th ave. and Merchants st.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, 435 Chenango St., Binghamton N. Y.; Sec., P. F. Duffey, 1602 Price St., Scranton, Pa., West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.

Union Div. No. 13, St. Thomas, Ont. C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, St. Thomas, Ont., box 265. Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thiemann, 204 Taylor street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month, at 2 p. m., in Hall over 1st National Bank, 127 Superior-st, Cleveland, O.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514 York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 48 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Stracham ave., Toronto, Ont. Meets 3d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ills. C. C., W. H. Gehman, box 253, Mt. Carmel; Sec., J. H. Decker, box 253, Mt. Carmel, Ills. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntly, box 979, Elkhart, Ind. Meets 2d Monday and 4th Tuesday of each month at 8 p. m., Old Masonic hall, Main-st.

Garfield Div. No. 20, Collinwood, O. C. C., D. H. Rogers, box 230, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882. Correspondent Monthly, E. C. Dixon.

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 10 a. m. and 3d Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.;

RAILWAY CONDUCTORS' MONTHLY.

- Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Joseph H. Martz, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sunday in each month at 1 p. m., News Item hall, Main street.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.
- Maple City Div. No. 25, Ogdensburg, N. Y.** C. C., David K. Pangborn, Rome, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 2d and 4th Tuesday in each month at Goodrich Hall.
- Marford Div. No. 26, Toledo, O.** C. C., B. F. Gallatin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jonesville, Michigan. Meets 1st Monday in each month at 7:30 p. m., and 3d Sunday at 2:30 p. m., on 3rd floor, over No. 241 St. Clair street.
- Arnum Div. No. 27, Hamilton, Ont.** C. C., A. Cameron, 102 Hesse St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Monday in each month at 8:00 p. m.
- Carver Div. No. 28, Atchison, Kas.** C. C., F. B. Gove, Box 622, Atchison, Kansas; sec., H. E. Waldron, 608 Spring st., Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., James Guthrie, Brockville, Ont.; sec., V. C. Wright, Box 401, Brockville, Ont. Meets 1st and 3d Monday in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 1st and 3d Sunday in each month at 7:30 p. m., and 2d and 4th Sundays at 2 p. m., Springfield Bank Building corner Commercial St. and Burton Ave.
- Star Div. No. 31, Burlington, Iowa.** C. C., Wm. C. Cross, box 225, Burlington, Iowa; sec., H. H. Goodell, 1012 South Sixth street, Burlington, Iowa. Meets 1st Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.
- Keystone Div. No. 32, Meadville, Penn.** C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Thursday at 1 p. m., in K. of P. Hall, Water street.
- Clinton Div. No. 33, Clinton, Iowa.** C. C., Henry Case, Clinton, Iowa; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sunday in each month at 11 a. m., in B. of L. E. Hall, 4th Street.
- Boone Div. No. 34, Boone, Iowa.** C. C., E. S. McGee, Boone, Iowa; sec., T. B. Broderick, Boone, Iowa. Meets the 2d and 4th Sunday in each month at 11:00 a. m., Story street between 7th and Eighth streets.
- E. Law Division No. 35, North Platte, Neb.** C. C., A. B. Wyman, North Platte, Neb.; sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesday in each month at 2 p. m., I. O. O. F. Hall, Spruce street.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., D. C. Gile, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d Sunday in each month at 7 p. m., I. O. O. F. Hall, Union Ave.
- Delaware Div. No. 37, Phillipsburg, N. J.** C. C., W. C. Hulsizer, Phillipsburg, N. J.; sec., Sam Phipps, box 519, Phillipsburg, N. J. Meets 1st and 3d Sunday in each month, B and D Depot building.
- Des Moines Div. No. 38, Des Moines, Iowa.** C. C., Wm. H. Given, Des Moines, Iowa; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sunday in each month, hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn.** C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., R. L. Willard, Box 2465, residence 194 University ave., St. Paul, Minnesota. Meets 1st and 3d Sunday in each month at 371 Jackson street. Cor. Monthly, G. E. Pennock.
- Stanchfield Div. No. 41, Chicago Ill.** C. C., C. Carnahan, 443 51st St., Chicago, Ills.; sec., C. A. Morey, 4940 State st., Chicago Ill. Meets 1st and 3d Monday of each month at 2 p. m., B. of L. E. Hall, 5942 State street.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174, Trenton, Mo.; sec., H. W. Bell, Trenton, Mo. Meets 2d and 4th Sunday in each month at 4:30 p. m., corner Water and Elm streets.
- Central Div. No. 43, East Syracuse, C.** C., Wm. M. Morris, East Syracuse, N. Y.; sec., L. H. Grover, No. 1 Niagara St., Syracuse, N. Y. Meets every Sunday at 3:00 p. m., in A. O. U. W. Hall, Manlius street, East Syracuse, N. Y.
- Denver Div. No. 44, Denver, Col.** C. C., G. W. Dwinelle, 622 Lawrence st., Denver, Colo.; sec., A. Wilder, Room C, Union Depot, Denver, Colo. Meets 2d and 4th Sunday in each month at 515 1/2 Larimer street.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., R. A. Meade, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st Sunday of each month at 3:00 p. m., in Royal Arcanum hall, Opera House Block, Oneonta, N. Y.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., Wm. J. Durbin, 726 Cleburn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Box 356, Milwaukee, Wis. Meets 1st and 3d Sunday in each month at 2 o'clock p. m., in K. of H. Hall, No. 1 Grand ave.
- North Star Div. No. 47, Winnipeg, Man.** C. C., Thos. R. Stapton, care C. P. R. Y., Winnipeg, Man.; sec., E. J. Dorsey, 193 Ross street, Winnipeg, Man. Meets 2d Tuesday and 4th Friday in each month at 7:30 p. m., hall on corner Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., John F. Ryan, D. G. H. & M. R. Y., Detroit, Mich.; sec., James Anderson, box 537, Windsor, Ont. Meets every Friday at 7:00 p. m.
- Moberly Div. No. 49, Moberly, Mo.** C. C., J. J. Loneragan, Moberly, Mo.; sec., Seth Palmer, box 1339, Moberly, Mo. Meets 1st and 3d Sunday and 2d and 4th Wednesday in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 49 Williams street, Hartford, Conn.; sec., James Hinett, 522 Garden street, Hartford, Conn. Meets 2d and 4th Sunday in each month, at Temple of Honor Hall, 37 Asylum st., Hartford, Conn.
- Royal Div. No. 51, Longview, Texas.** C. C., Leroy Trice, Longview, Texas; sec., Sam'l Proud, Longview, Texas. Meets every Wednesday at 1:20 p. m., Lodge Building, Longview, Tex.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, Box 632, W. D. Hall, assistant, Port Jervis, N. Y. Meets 1st Sunday 2:30 p. m., and 3d Saturday in each month at 7:30 p. m., Farmer's Building, Pike street.
- Lone Star Div. No. 53, Denison, Texas.** C. C., Wm. Moon, Denison, Texas; sec., Wm. M. Boggs, Denison, Texas, box 318. Meets 1st and 3d Sunday in each month, I. O. O. F. Hall, Main street.
- New York City Div. No. 54, New York City, N. Y.** C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d

RAILWAY CONDUCTORS' MONTHLY.

and 4th Monday in each month at 12:30 p. m., 800 Eighth avenue.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C., Ed. Conan, 906 West 13th street, Kansas City, Mo.; sec., A. T. Sholes, box 71, Wyandotte, Kansas. Meets 2d and 4th Sunday in each month at 2:00 p. m., 1215 West 9th street.

Priest Div. No. 56, Albany, N. Y. C. C., Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meet 1st and 3d Monday at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.

Evergreen Div. No. 57, Fort Worth, Texas. C. C., Alf. Bailey, Fort Worth, Texas.; sec., Ed. A. Wood, Lock Box 8, Fort Worth, Tex. Meets 1st and 3d Sunday in each month in K. P. hall, Main street, between 2d and 3d.

Valley City Div. No. 58, Cedar Rapids, Iowa. C. C., John C. Fox, Cedar Rapids, Iowa.; sec., E. O. Soule, Cedar Rapids, Iowa. Meets 1st and 3d Sunday in each month, 10:00 a. m., room 18, Post Office block.

Alamo Div. No. 59, Texarkana, Ark. C. C., J. C. Hale, 1,914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.

Queen City Div. No. 60, Sedalia, Mo. C. C., J. H. Doyle, Sedalia, Mo.; sec., J. P. Herrington, Sedalia Mo.

La Crosse Div. No. 61, La Crosse, Wis. C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sunday in each month, Hammond building, op. C. M. & S. P. R'y Depot.

Leffett Div. No. 62, Bucyrus, Ohio. C. C., W. D. Burr, Bucyrus, Ohio.; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sunday in each month, at 10 a. m., in National Hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.

Thurbur Div. No. 63, North McGregor, Iowa. C. C., Wm. P. Hancock, North McGregor, Iowa.; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sunday in each month, at 10:00 a. m., C. M. & St. P. R'y building.

Erie Div. No. 64, Erie, Penn. C. C., James Donlin, 80 West 13th street., Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st Friday and 3d Saturday in each month, 7th street, between State and French.

Banana Div. No. 65, Nickerson, Kan. C. C., John W. Malloy, Nickerson, Kansas.; sec., C. R. Marsh, box 100, Nickerson, Kansas. Meet 1st and 3d Sundays in each month. 2:30 p. m., Main street, McCormick's block.

Griffin Div. No. 66, Keokuk, Iowa. C. C., George W. Rickabaugh, Keokuk, Iowa.; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sunday in each month at 2 p. m.

Johnson Div. No. 67, Dubuque, Iowa. C. C., Melvin A. Wolcott, Sabula, Iowa.; sec., Frank Sheridan, 114 Seventh street., Dubuque, Iowa.

Baraboo Div. No. 68, Baraboo, Wis. C. C., W. Simons, Baraboo, Wis.; sec., Charles A. Ballard, Baraboo, Wis. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d street, third door west of post-office.

El Paso Div. No. 69, El Paso, Texas. C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening in I. O. O. F. Hall.

Montezuma Div. No. 70., Las Vegas, N. M. C. C., J. A. Wisner, Las Vegas, New Mexico.; sec., A. P. Gatchell, 116 Grand ave., Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m. in K. of P. Hall, 312½ R. R. ave.

Wheaton Div. No. 71, Little Falls, New York. C. C., F. Sitts, Little Falls, New York.;

sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Friday in each month at 7:30 p. m.

Greer Div. No. 72, Fargo, Dakota. C. C., J. H. Pillon, Fargo, Dakota.; sec., Curtis H. Baker, box 734, Fargo, Dakota. Meets 2d and 4th Saturday of each month at 8:00 p. m., in Masonic Hall, Fargo, D. T.

Asthabula Div. No. 73, Asthabula, Ohio. C. C., Robert Bycraft, Box 531 Asthabula, Ohio.; sec., J. W. VanEpps, Asthabula, Ohio. Meets 2d and 4th Sundays in each month at 9:30 a. m., in G. A. R. hall, Main street, Asthabula, O.

Henwood Div. No. 74, Decatur, Ill. C. C., Geo. W. Webb, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill. Meets 1st and 3d Sundays in each month, at 2:00 p. m., in K. P. hall, Decatur, Ill.

Maxwell Div. No. 75, Crookston, Minn. C. C., J. S. Maxwell, Crookston, Minn.; sec., D. H. Williams, Crookston, Minn.

San Antonio Div. No. 76, San Antonio, Texas. C. C., J. H. White, 704 Austin ave. A. C. C. C. Spangler, San Antonio, Texas.; sec., B. Sinclair, 905 Ave. D, San Antonio, Texas. Meets 1st and 3d Sunday of each month 10 a. m. in Odd Fellow's hall, San Antonio, Texas.

Palestine Div. No. 77, Palestine, Texas. C. C., J. D. Smullen, box 65, Palestine, Texas.; S. & T. W. J. Neville, Palestine, Texas. Send all communications to Bro. Smullen until further notice. Meets every Thursday at 8:30 p. m., in B. L. E. hall.

Robinson Div. No. 78, Savanna, Ill. C. C., J. M. Babcock, Savanna, Ill.; sec., C. Wescott, box 317, Savanna, Ill. Meets 2d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.

Peoria Div. No. 79, Peoria, Ill. C. C., Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill. Meets 2d and 4th Sunday in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton streets.

Harrisburg Div. No. 80, Harrisburg, Penn. C. C., Samuel F. Keller, Harrisburg, Penn.; sec., W. S. Hemperley, P. R. R. Ticket Register's office, Harrisburg, Penn.

Friendship Div. 81, Beardstown, Ill. C. C., B. Y. Hagadone, Beardstown, Ill.; sec., Thos. V. Strain, Beardstown, Ill.

Durbin Div. No. 82, Madison, Wis. C. C., C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sunday in each month.

Galesburg Div. No. 83, Galesburg, Ill. C. C., E. H. Belknap, Galesburg, Ill. sec.; Maurice Flinn, 22 W. Knox Street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.

Perry Div. No. 84, Perry, Iowa. C. C., Robert Templeton, Perry, Iowa.; sec., Chas. W. Lackey, p. o. box 330, Perry, Iowa. Meets 2d and 4th Sunday of each month at 2 p. m.

Aztec Div. No. 85, Peach Springs, Arizona Territory. C. C., J. F. Wood, Peach Springs, Arizona Territory.; sec. and correspondent Monthly, L. W. Roberts, Peach Springs, Arizona Territory. Meets first and third Sunday in each month, at 9 o'clock, a. m.

Delta Div. No. 86, Escanaba, Mich. C. C., E. Valentine, Jr., Escanaba, Mich.; sec., C. E. Mason, Escanaba, Mich. Meets 2d and 4th Sunday of each month in Odd Fellows' hall. Wm. Gibson agent for "Monthly."

Bloomington, Div. No. 87, Bloomington, Ill. C. C., George H. Thomas, Bloomington, Ill.; sec. and treas., I. C. Rees, 903 Washington street, Bloomington, Ill. Meets 2d and last Sunday of each month, 2:30 p. m., in Odd Fellows Hall.

RAILWAY CONDUCTORS' MONTHLY.

- DeFries Div. No. 88, River DuLoup, P. Q.** C. C., John Barry, Box 26, South Quebec, P. Q.; Sec. A. Moreau, Box 26, South Quebec, P. Q.
- Monon, Div. No. 89, Louisville, Ky.** C. C., George Guess, New Albany, Ind.; sec., S. F. Randall, 14th and Main streets. Meets at 9:30 a. m., every Sunday, in Falls City Hall, market st., between 11th and 12th sts., Louisville, Ky.
- Waseca Div. No. 90, Waseca, Minn.** C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.
- Mount Hood Div. No. 91, The Dalles, Oregon.** C. C., C. T. Moore, The Dalles, Oregon; sec., W. O. Mohler, The Dalles, Oregon.
- Terre Haute Div. No. 92, Terre Haute, Ind.** C. C., Geo. Likert, 429 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 503 North Ninth St., Terre Haute, Ind. Meets 1st Monday and 3d Sunday of each month, at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.
- Fort Dodge Div. No. 93, Fort Dodge, Iowa.** C. C., J. L. Ellis, lock box 37, Fort Dodge, Iowa; S. & T., H. C. Mullin, lock box 67, Fort Dodge, Iowa; Jno. A. Shipman, correspondent Monthly.
- Altoona Div. No. 94, Altoona, Wis.** C. C., Frank Briggs, Altoona, Wis.; Sec. and Treas., C. B. Gilbert, No. 1215 6th st., South Minneapolis, Mo. Meets 1st and 3d Sunday in each month.
- Harvey Div. No. 95, Red Cloud, Neb.** C. C., P. H. Lyman, 608 North Sixth st., Atchison, Kansas; sec. and treas., C. C. Sage, lock box 732, Atchison, Kansas. Meetings, alternate Sundays at 1:00 p. m., (beginning 1st Sunday in May, 1884) in Masonic Hall, Red Cloud, Neb.
- Belknap Div. No. 96, Aurora, Ill.** C. C., M. T. Hinkley, Box 1431 Aurora, Ill.; sec., C. D. Rossiter, Box 767 Aurora, Ill. Meets at 8 p. m. 1st and 3d Sunday in each month, at No. 13 S. Broadway.
- Roodhouse Div. 97, Roodhouse, Ill.** C. C., Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Winsett, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall.
- Montgomery Div. No. 98, Montgomery, Ala.** C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCants, No. 182 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.
- Milbank Div. No. 99, Milbank, Dakota.** C. C., E. H. Fargo, Milbank, Dakota, sec. Fred Camp, Box 219, Milbank, Dakota, Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sunday in each month.
- Hollingsworth Div. No. 100, Columbus, Ohio.** C. C., A. Bulman, Exchange Hotel, Columbus, Ohio; sec., H. P. Feltrow, Exchange Hotel, Columbus, Ohio.
- Mattoon Div. No. 101, Mattoon, Ill.** C. C., M. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 p. m. and 3d Sunday at 1:30 p. m. (of each month), in K. P. hall, Mattoon, Ill.
- Osley Div. No. 102, Grand Rapids, Mich.** C. C., Geo. Higgins; S. & T., C. M. Letts. Meets every Tuesday at 7:30 p. m., at No. 44 Canal-st., (3d floor), Grand Rapids, Mich.
- Indianapolis Div. No. 103, Indianapolis, Ind.** C. C., Fred B. Helmer, Bates House, Indianapolis, Ind.; sec., Wm. Lettler, Bates House, Indianapolis, Ind. Residence 545 Court st., Cincinnati, O. Meets every Thursday at 1 p. m., in Elk's hall, N. E. cor. Illinois & Washington sts., Indianapolis, Ind.
- Millard Div. No. 104, Middletown, Orange Co., N. Y.** C. C., J. E. Brazee, Middletown, Orange Co., N. Y.; S. & T., D. D. Brink, Pine Bush, Orange Co., N. Y. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, Armstrong & Lyons's block, Middletown, N. Y.
- Ogilvie Div. No. 105, Meridian, Miss.** C. C., Mack Lawrence, Meridian, Miss.; S. & T., R. E. Harris, Meridian, Miss.
- Rock Island Div. No. 106, Rock Island, Ill.** C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, lock box 434, Rock Island, Ill. Meet in Engineer's hall, 1st Monday at 7:30 p. m., 8d Sunday at 2 p. m. (of each month).
- Cincinnati Div. No. 107, Cincinnati, O.** C. C., Frank E. Matlack, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 33 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth streets, Cincinnati, O., every 2d and 4th Sunday of each month at 1:30 p. m.
- Crescent City Div. No. 108, New Orleans, La.** C. C., L. Humphrey, care of L. & N. Ry., New Orleans, La.; S. & T., J. A. Holden, 506 Chartres st., New Orleans, La. Meet 1st and 3d Sundays in each month.
- Crawford Div. No. 109, Gallon, O.** C. C., L. McBain, S. & T., C. Pfeffer, lock box 80 Gallon, Ohio.
- Logan Div. No. 110, Logansport, Ind.** C. C., E. W. Alexander, box 576 Logansport, Ind. S. & T., Geo. Early, box 1030, Logansport, Ind. Meets 2d & 4th Saturday each month at 7:30 p. m.
- Los Angeles Div. No. 111 Los Angeles, Cal.** C. C., O. S. Putnam; S. & T., A. Merrifield, Los Angeles, Cal.
- Centralla Div. No. 112, Centralla, Ill.** C. C., T. J. Wright, box 419; S. & T., J. L. Davis, box 297, Centralla, Ill.
- Bower City Div. No. 113 Janesville, Wis.** C. C., C. C. Jacks, Janesville, Wis.; S. & T. and Cor. Sec'y C. J. Mahoney, Janesville, Wis. Meets at 10 a. m. on 2d and 4th Sunday in each month.
- R. B. Hawkins Div. No. 114, Pittsburgh, Pa.** C. C., A. A. Connor, Union Depot, residence, Spring and Farely sts., Pittsburgh, Pa.; S. & T., G. E. Vance, 1100 13th avenue, Altoona, Pa.
- El Capitan Div. No. 115, San Francisco, Cal.** C. C., A. Tyler, 710 Folsom st.; sec., J. E. McCarthy, 55 Silver st., San Francisco, Cal. Meets every Wednesday at 12 m., in Washington Hall, No. 35 Eddy st., San Francisco, Cal.
- Yosemite Div. No. 116, Tulare, Cal.** C. C., E. C. Shaver, Tulare, Cal.; sec., A. T. Curtice, Lathrop, Cal.
- Minneapolis Div. No. 117, Minneapolis, Minn.** C. C., H. Staples, 27 Washington ave., South; S. & T., L. S. Hough, 526 Hennepin ave., Minneapolis, Minn. Correspondent, C. S. Fixley.
- Danville Div. No. 118, Danville, Ill.** C. C., Merritt Kent, box 115, Danville, Ill.; S. & T., A. A. Bowman, box 308, Danville, Ill. Cor. Sec'y, Geo. Burt. Meets at 2 p. m. on 2d and 4th Sunday of each month.
- Wayne Div. No. 119, Ft. Wayne, Ind.** C. C., J. C. W. Long, 20 William st., Fort Wayne, Ind.; S. & T., Ed. Erickson, 68 Charles street, Ft. Wayne, Ind.
- Atlantic Div. No. 120, Huntington, Ind.** C. C., A. R. Varnes, Huntington, Ind.; S. & T., H. W. Kerr, Box 467, Huntington, Ind. From July 2d, 1884, will meet every alternate Wednesday evening and every Friday evening in—hall.
- Huron Div. No. 121, Huron, Dakota.** C. C., Randolph Addington, Huron, Dakota; S. & T., W. N. Cooley, Box 231, Huron, Dakota. Meets 1st & 3d Sunday of each month at 12 m., in G. A. R. hall, 203 Dakota ave., Huron, D. Ter.

RAILWAY CONDUCTORS' MONTHLY.

Boston Div., No. 122, Boston, Mass.
C. C. H. E. Cronin, 131 Broadway, South Boston,
Mass.; S. & T., T. S. Richardson, 224 Folsom st.,
Boston, Mass.

Wahsach Div. No. 124, Ogden, Utah. C.
C., S. D. Decker, Box 341, Salt Lake City, Utah;
S. & T., W. J. Woods, Ogden, Utah.

**Friendly Hand Div. No. 125, Andrews,
Ind.,** C. C., G. A. Martin, Andrews, Ind.; S. &
T., A. H. Cutter, Box 144, Andrews, Ind. Meets
1st and 3d Wednesday and 2d and 4th Thursday
of each month.

**Harry Gilmore Div. No. 126, Omaha,
Neb.** C. C., F. J. Fairbrass, Omaha, Neb.; S. &
T., R. J. Mantz, Omaha, Neb.

Wylie Div. No. 127, Amboy, Ill. C. C.,
F. W. Wylie, Box 226, Amboy, Ill.; S. & T., C. D.
Knowles, Box 343, Amboy, Ill.

**Cheyenne Div. No. 128, Cheyenne, Wyo-
ning Ter.** C. C., L. W. Waterbury, Box 367,
Cheyenne, Wyoming; S. & T., Frank E. Steph-
ens, Cheyenne, Wyoming. Meets every Tuesday
at 2 p. m., in B. L. E. hall.

**Mt. Helena Div. No. 129, Helena, Mon-
tana Ter.** C. C., C. E. Elliott; S. & T., C. M.
Bair.

**W. I. Allen Div. No. 130, St. James,
Minn.** C. C., D. E. Hasey; S. & T., J. L. Jones,
St. James, Minn.

**Little Rock Div. No. 131, Little Rock,
Ark.** C. C., F. Hequenbourg; S. & T., Jabez
Kitto, Little Rock, Ark. Meets 2d and 4th Sun-
days of each month, 2:30 p. m., in———hall.

Bellevue Div. No. 134, Bellevue, O. C.
C., E. L. Crawford; S. & T., Lewis S. Nye, Box
84, Bellevue, O.

**Rock City Div. No. 135, Nashville,
Tenn.** C. C., C. L. Wood, 815 Woodland st.;
S. & T., J. H. Lattimer, 614 Demonbreun street,
Nashville, Tenn.

Star City Div., No. 137, Lafayette, Ind.
C. C., John C. Shrieag, ———— S. & T.,
C. M. Vanter; Cor. O. R. C. Ins. M. B. Waldo;
Rep. C. M. Vanter. Meeting days. ————

Division Secretaries will please read carefully the
above directory and send us by postal any cor-
rections that may be necessary, we desire to have it
correct. Those who have not please send us time
place and hour of meeting.

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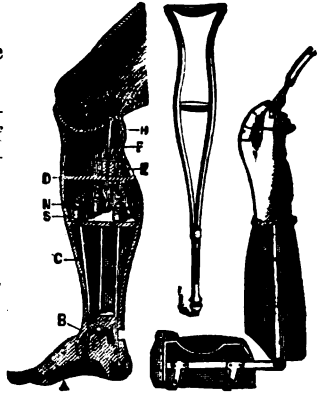
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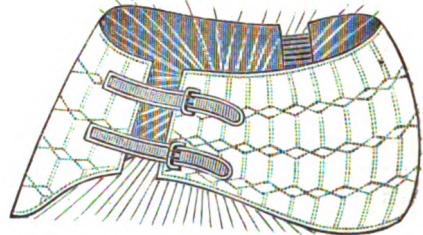
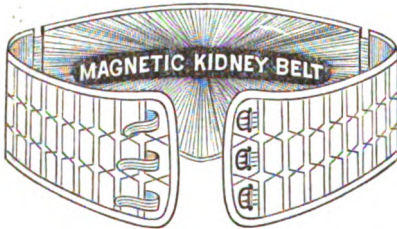


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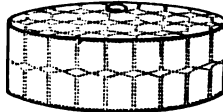
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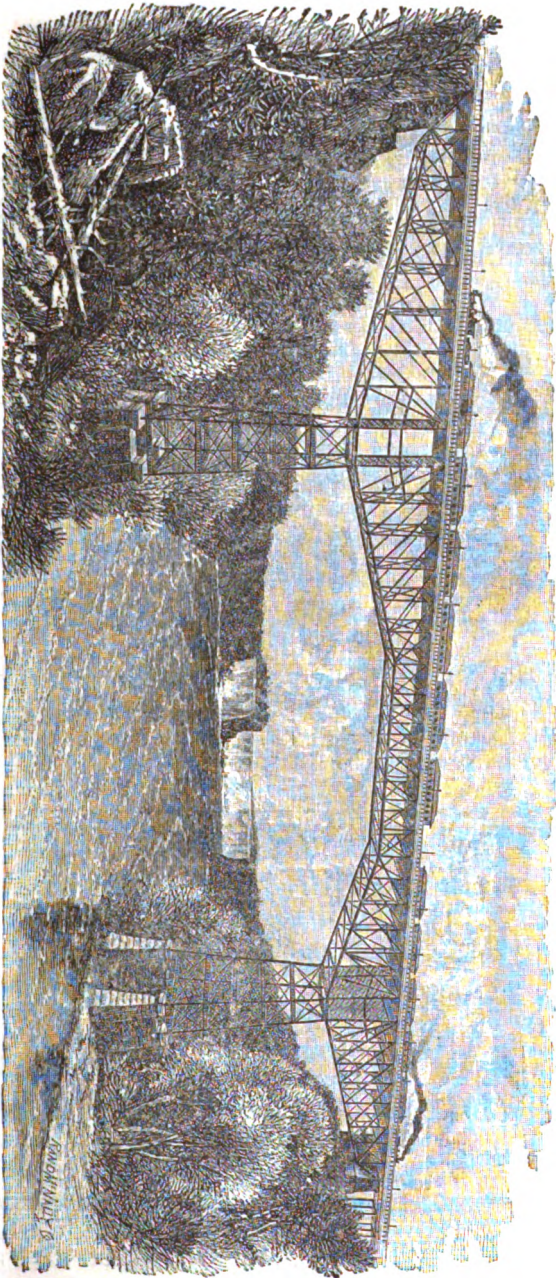
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BALTIMORE, WASHINGTON, JACKSONVILLE,
AND ALL POINTS IN THE SOUTH ATLANTIC STATES.

PULLMAN PALACE CARS ATTACHED TO ALL THROUGH TRAINS.

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J. S. ALLEN,

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133 East Water Street, **ELMIRA, N. Y.**

I am constantly adding new designs and *warrant the same equal to anything in the market.*

Prices 10 to 20 per cent. less than any other manufacturer. Send for samples and price list.

IOWA ROUTE!

Travelers going to points in

Northern Iowa, Minnesota, Dakota

MONTANA AND OREGON!

MINNEAPOLIS OR ST. PAUL,

Should buy their tickets via. the BURLINGTON, CEDAR RAPIDS
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A full line of Coupon tickets on sale at coupon stations to all points on the Northern Pacific, St. Paul Minneapolis & Manitoba, and Canadian Pacific Railways. Also for all points East, West and South. Through trains between Chicago, Minneapolis, St. Paul and between St. Louis.

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SHORT LINE.

the greatest Railway in America.

**CHICAGO,
MILWAUKEE
AND ST. PAUL.**

It owns and operates over 4,600 miles of road in Northern Illinois, Wisconsin, Minnesota, Iowa and Dakota; and as its main lines, branches and connections reach all the great business centres of the Northwest and Far West, it naturally answers the description of Short Line, and Best Route between

Chicago, Milwaukee, St Paul and Minneapolis
Chicago, Milwaukee, Portage, La Crosse and Winona
Chicago, Milwaukee, Ortonville, Aberdeen and Ellendale
Chicago, Milwaukee, Eau Claire and Stillwater
Chicago, Milwaukee, Wausau and Merrill
Chicago, Milwaukee, Beaver Dam, Fond du Lac and Oshkosh
Chicago, Milwaukee, Waukesha and Oconomowoc
Chicago, Milwaukee, Madison and Prairie du Chien
Chicago, Milwaukee, Owatonna, Mankato and Faribault
Chicago, Beloit, Janesville and Mineral Point
Chicago, Elgin, Rockford and Dubuque
Chicago, Clinton, Rock Island, Cedar Rapids and Tama
Chicago, Des Moines, Council Bluffs and Omaha
Chicago, Canton, Sioux City, Sioux Falls and Yankton
Chicago, Milwaukee, Albert Lea and Southern Minnesota Points
Chicago, Milwaukee, Mason City, Mitchell and Chamberlain
Rock Island, Dubuque, St Paul and Minneapolis
Davenport, Calmar, St Paul and Minneapolis
Milwaukee, Racine, Beloit, Freeport and Rock Island
Mitchell, Wolsey, Ashton and Aberdeen
 (Jimi River Valley Line.)

Pullman Sleepers and the *Finest Dining Cars in the world* are run on the main lines of the **CHICAGO, MILWAUKEE & ST. PAUL RAILWAY**, and every attention is paid to passengers by courteous employees of the Company.

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—FROM—

CHICAGO AND MILWAUKEE,

—TO—

Fond du Lac, Oshkosh, Neenah, Menasha, Stevens Point, Chippewa Falls, Eau Claire and Ashland.

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PARLOR CARS

ON ALL DAY TRAINS, AND

NEW & ELEGANT SLEEPERS

from Chicago to Stevens Point on Train Leaving Chicago, via C. M. and St. P. R'y. at 9:00 p. m. There is also attached to the same train a Superb Sleeper from Milwaukee to Stevens Point, leaving Milwaukee at midnight. These superior facilities make this the

BEST ROUTE

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GRAND RAPIDS, WAUSAU, MERRILL,

AND ALL POINTS IN

Northern, Central & Western Wisconsin.

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MILWAUKEE.

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The Southwest System.

MISSOURI PACIFIC RAILWAY

—AND—

Wabash Route!

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When he travels wants to go quick, wants to be comfortable, wants to arrive at destination on time, in fact, wants a strictly business trip, and consequently takes these popular Lines, feeling that he is sure to meet his engagements and continue to prosper and be happy.

THE TOURIST

Has long since chosen the Wabash and Missouri Pacific as the favorite routes to all the summer resorts of the East, North and West, and winter resorts of the South, as the Companies have for years provided better accommodations and more attractions than any of their competitors for this class of travel. Tourists Tickets can be had at reduced rates at all principal offices of the Companies.

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In search of a new home, where he can secure better returns for his labor, should remember that the Southwest System is the most direct route to Arkansas, Texas, Kansas, Nebraska, and all points South, West and Northwest, and that round-trip land-explorers' tickets at very low rates are always on sale at the ticket offices. Descriptive advertising matter of Arkansas and Texas sent free to all applicants by addressing the General Passenger Agent.

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Will find this the most convenient route to all of the noted health resorts of Illinois, Missouri, Arkansas and Texas, and that the extensive through car system and superior accommodations of this popular line will add greatly to his comfort while en route. Pamphlets descriptive of the many celebrated mineral springs of the West and South sent free on application.

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Can get the information necessary to secure safe and profitable investments in agriculture, stock-raising, mining, lumbering, or any of the many inviting fields throughout the South and West, by addressing the undersigned.

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RAILWAY CONDUCTORS' MONTHLY.

A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RY

By the central position of its line, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchison, Minneapolis and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of Most Comfortable and Beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Prettiest Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Missouri River Points. Two Trains between Chicago and Minneapolis and St. Paul, via the Famous

"ALBERT LEA ROUTE."

A New and Direct Line, via Seneca and Kankakee, has recently been opened between Richmond, Norfolk, Newport News, Chattanooga, Atlanta, Augusta, Nashville, Louisville, Lexington, Cincinnati, Indianapolis and Lafayette, and Omaha, Minneapolis and St. Paul and intermediate points.

All Through Passengers Travel on Fast Express Trains.

Tickets for sale at all principal Ticket Offices in the United States and Canada.

Baggage checked through and rates of fare always as low as competitors that offer less advantages.

For detailed information, get the Maps and Folders of the

GREAT ROCK ISLAND ROUTE

At your nearest Ticket Office, or address

R. R. CABLE,

Pres. & Gen'l Mgr.

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Gen'l Tkt. & Pass. Agt.

CHICAGO.

BY ALL ODDS

—THE—

Best Equipped Railroad IN THE WORLD.

Let it be forever remembered that the

Chicago and North-Western RAILWAY

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to or from

California and Colorado.

It also operates the best route and the short line between

Chicago and St. Paul and Minneapolis,

Milwaukee, La Crosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatona, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Iowa, Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the numerous points of superiority enjoyed by the patrons of this road are its

DAY COACHES,

which are the finest that human art and ingenuity can create. Its **PALATIAL SLEEPING CARS**, which are models of comfort and elegance: its **PALACE DRAWING ROOM CARS**, which are unsurpassed by any; and its widely celebrated

NORTH-WESTERN DINING CARS,

the like of which are not run by any other road anywhere. In short, it is asserted that IT IS THE BEST EQUIPPED ROAD IN THE WORLD.

All points of interest North, North-west and West of Chicago, business centres, summer resorts and noted hunting and fishing grounds are accessible by the various branches of this road.

It owns and controls over 5,000 miles of road, and has over four hundred passenger conductors constantly caring for its millions of patrons.

Ask your ticket agent for tickets via this route.

And

TAKEN NONE OTHER.

All leading ticket agents sell them. It costs no more to travel on this route, that gives first-class accommodations, than it does to go by the poorly equipped roads.

For maps, descriptive circulars and summer resort papers, or other information not obtainable at your local ticket office, write to the

GENERAL PASSENGER AGENT, C. & N.-W. RY, CHICAGO, ILL.

IMPROVED ARTIFICIAL LIMBS.

The First Premium Awarded for their Superiority.

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C. A. FEEB, 737 Broadway, New York.

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ERIE RAILWAY

On which travel is made an

ABSOLUTE LUXURY!

By the elegance of its equipment and its perfect roadbed

FOUR EXPRESS TRAINS DAILY!

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ELEGANT PULLMAN COACHES!

NO CHANGE OF CARS BETWEEN NEW YORK, CLEVELAND, CHICAGO, CINCINNATI or ST. LOUIS. NO EXTRA CHARGE FOR FAST TIME.

For full information apply at any of the offices on the line of the road, at the offices of the N. Y. Penn. & Ohio Railroad, and at offices of all connecting lines, asking for tickets via **Erie Railroad**.

W. H. HURLBURT, Gen'l West'n Pass. Ag't
77 South Clark St., Chicago, Ill.

JNO. N. ABBOTT,
Gen'l Passenger Agent, New York.

NEW YORK, PENNSYLVANIA AND OHIO R. R.

In connection with **ERIE RAILWAY**, forms the

GREAT THROUGH ROUTE BETWEEN THE EAST AND WEST

No Change of Cars between

New York, Cleveland, Chicago, Cincinnati or St. Louis!

3 Through Trains 3
EACH WAY DAILY,

With Pullman Palace Sleeping Coaches, Pullman Hotel Coaches, New English Buffet Cars, and Elegant Day Coaches.

ONLY 20 HOURS	{	BETWEEN	{	CLEVELAND,
26 HOURS		NEW YORK		CINCINNATI,
38 HOURS		AND		ST. LOUIS.

BY TAKING THE NEW LIMITED TRAIN, WITHOUT EXTRA CHARGE.

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J. M. FERRIS, Gen'l Sup't.

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Chicago and Atlantic Railway,

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THE FINEST EVER BUILT RUN DAILY,

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N. Y. L. E. & W., N. & Y. P. O., and C. & A. R'ys,

Between New York & Chicago Without Change.

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RAILWAY CONDUCTORS' MONTHLY

For Comfort, Safety and Scenery choose in traveling East or West, the

CENTRAL VERMONT R. R.

Which Forms in Connection with the

GRAND TRUNK RAILWAY

—THE—

Old and Favorite New England Route
To and from all Points West.

The Rolling Stock and Equipment of the CENTRAL VERMONT R. R. is second to no road in this country. It is the only line running

PULLMAN SLEEPING CARS

Between Chicago and Boston Without Change,

And solid trains of elegant Coaches and Baggage Cars,

Without Change Between Montreal and Boston

Steel Rails, Iron Bridges, with Westinghouse Automatic Brake, Miller Platform, Coupler and Buffer on every train, assure safety while passing swiftly through Mountain, Lake and River Scenery of the most beautiful and varied description.

The Train Service of this Road is so arranged that sure connections are made with the Grand Trunk Railway, and with Railroads in New England to and from all the principal cities, villages and towns in

Massachusetts, Rhode Island, Connecticut, New Hampshire & Vermont

Pullman Cars, Montreal to Springfield and Pullman and Wagner Cars Montreal to New York Without Change.

First-class Restaurants with reasonable charges, and ample time given for meals.

BAGGAGE CHECKED THROUGH CANADA IN BOND,

Avoiding all trouble of customs.

During the Summer, EXCURSION TICKETS are sold over this line at Greatly Reduced Rates. For sale at all Stations and responsible Ticket Offices East and West.

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Gold Enamelled - \$8.00 each



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Manufacturer of every description of Badges and Medals.

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MILTON H. SMITH & CO.,



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MENU CARDS, LETTER HEADS AND SILK & SATIN BADGES.
53 South St. Paul Street, Rochester, N. Y.
Send stamp for specimen O. R. C. Cards. Trade Supplied. Correspondence Invited.

Lehigh Valley R. R.

Double Track!

Steel Rails!

3 EXPRESS TRAINS DAILY 3

—FROM—

Buffalo and Suspension Bridge to New York and Philadelphia!

AND ALL POINTS EAST.

Pullman's Celebrated Palace Cars run on all Express Trains!

This Popular Line Runs Through **AMERICA'S GRANDEST SCENERY.**

Embracing the fertile farming country of the

SUSQUEHANNA VALLEY,

The Wild and Rugged Mountain Scenery of the
Wyoming Valley, and the busy Anthracite Coal and Iron Regions of the **Lehigh Valley,**
ANTHRACITE COAL IS USED ENTIRELY, thus avoiding the dense volumes of smoke that so terribly
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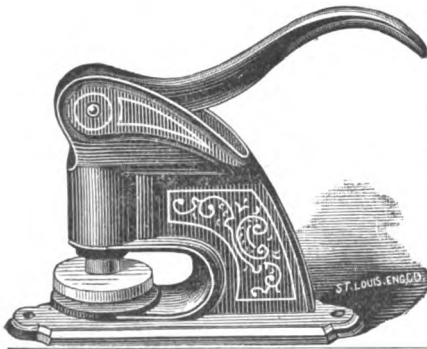
All trains of the **Lehigh Valley** run directly into the heart of the City
of Philadelphia (9th and Green Streets Depot), New York terminus, Penn-
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TRAINS LEAVE BUFFALO (Erie Railway Depot) 9:00 a. m.; 4:40 & 10:00 p. m.

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R. Depot, 9th and Green Streets at 9:00 a. m., 4:15 and 8:00 p. m., for all
Points in the West, Northwest and Southwest.

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Regalia, Seals and Badges!

FOR THE

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Send for Price List.

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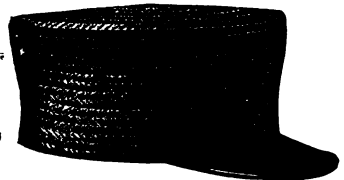
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J. C. W. Long

—♦ THE ♦—
RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., SEPTEMBER 1, 1884.

No. 9.

THE STREAM.

[TO C. S. WHEATON.]

There's a dear little stream near where I was born,
That dallies and dances beneath the hawthorn ;
That sings to the hemlocks and butternut trees,
While wending its way to the blue, rolling seas.

How sweet is its music which comes to my ear !
But along with that music comes many a tear ;
For along the green banks and the pebbly shore,
Of that murmuring stream I shall play nevermore.

When I lay down my viol and take up my book,
I still hear the song of that murmuring brook ;
For to me there's no music musicians can play,
Like the musical notes of the rippling spray.

I love it to-day as I did when a child—
The bubbles that bound from its bosom so wild ;
And I love to lie down on the green velvet turf,
And there bathe my lips in its silvery surf.

When the fields and the forests are all in full bloom,
I love to go there and inhale the perfume,
Of the wild rose, the horse-mint, and sweet daffodil.
That bloom on the banks of that dear little rill.

The azalea, wild apple, entwining woodbine,
The trailing arbutus and fox-berry vine—
All fling their sweet fragrance to float on the breeze,
That sweeps through the boughs of the tall maple trees.

Can it be, when the heart becomes palsied and cold,
On a snowy white page its thoughts are still told ?
O, merry little streamlet, forever flow on !
Thou wilt not perish though perish my song. JOE CANT HOOK.

PECULIAR PEOPLE.

Kind reader, have you ever taken a careful survey and noticed the different kinds of people, whom you daily meet in your avocation as conductor. Here, in this corner, by the wood-box, sits a desolate, lonely woman, one child in her lap and as many more by her side as even a mother's tender heart could under these circumstances dare to claim. For poverty, though not a crime, is Oh, how unfortunate, the picture, perchance of woe and all its surroundings. She hands you her ticket as if it were the last earthly possession on which she could rely which might carry her beyond the confines of the coach she now occupies, even toward the last resting place—the grave—while the children happy in nothing but that parental hope, which carries them on with weary body and an empty stomach toward the end of a long and tedious journey. A little farther along a well dressed and cleanly shaved gentleman, closely scanning the contents of a manuscript containing a part of the glorious plan, and reciting in vivid colors the true and only way whereby the road to a better world may be easily found, and the good people of some neighboring church feel amazed the next day as they are awakened from their lethargy and exclaim in bitterness of conviction, "how strange we have never known this much before." He pauses for a moment, reaches out his half fare ticket, then his permit (after being asked). However, there are many exceptions, manly and christian ones too ; and you pass along to grasp the mileage-book or ticket of the inevitable, perambulating traveling man, with his samples of coffee, teas, sugars, dry-goods, wet goods, hardware bales and candies, and so on to our own Moses, with the inevitable self supporting pack which contains all the "sheep" clothing in this country. Beyond a reasonable doubt, when God created the traveling man he had more of a diversity of samples than are carried by themselves. No two were ever found alike, and even the Jew and the Gentile meet to-day on one common level. Near by sits the plain, care-worn looking gentleman with his twenty-five mile ride book all ready, for he gets off at the next station, and his lap is covered with circulars, market reports, bills of sale of the last shipment of corn or wheat. The gay, festive young man with a few mementos on his upper-lip, suggestive of the shortened crop, sitting in the rearest seat in the coach, by his side (or words to that effect) inclin-

eth a package of crumpled humanity, done up with neatness and dispatch—mostly clothes and ribbons); her alabaster cheeks vying with each other to hide the self-concealed smile that lurketh within, altogether too precious to be lost. He encircles his arms around her waist (or otherwise, as the case may be), holding her tightly for fear she may fall off the seat and the wedding circle be minus a lovely but half-finished bride. And now cometh the *ne plus ultra* of all, the stunner; he taketh a vacant double seat, convenient in facing either side or end of the coach. His only mission on earth being a “masher!” He pretendeth to be busily engaged in perusing the morning paper, but ten to one whether he can read at all, but casts his loving smile on some female who may chance to occupy a seat on the other side the aisle, entirely unmindful of good manners, for he never had any. He plies his lofty vocation until the car is vacated by the last of the gentler sex. Then, O how quiet he becomes. Like Othello, “his occupation’s gone.” He would not stoop now to conquer, (what a world!) no, not even a little breath of common sense, and you pass him by. You meet the poor blind boy with his mouth harp of not a thousand strings but a thousand strains; his poor countenance strained out of shape as he passes his hat to gather pennies enough to buy a sandwich or two, which constitutes the next meal and relish.

This, my readers, only embraces a portion of the occupants of one coach, as many different varieties may be found in all the others, be the number small or great. So you daily meet all classes and grades of people, and the great consolation is, that in the main they are generally traveling under the good and rightful name of ladies and gentlemen.

E. H. BELKNAP.

WANTS TO MARRY A BRAKEMAN.

A West-Side girl writes to The Sun as follows:

“I want some advice, as you seem to be full of it, and don’t charge anything for it. I am nineteen years old, and my folks are pretty well off, but they don’t like the fellow that wants to marry me. He is a brakeman on the railroad, on a passenger train. He knows all about the railroad business, and learns something new about railroading every trip he makes, but he does not dress very stylish, and his voice is awfully rough, and ma gets nervous when he comes to the house, though pa thinks he is a manly fellow, if he does act rough. They both want me to marry a fellow who works in a store and sings real sweet, and dresses real nice, but he has been a clerk nine years and never has been promoted. I think my brakeman will be promoted. He says to me,

"Sis, I will get there, Eli, and don't let it escape your memory." I don't know Eli, or what my brakeman means by getting there, but when he is with me I feel so contented and happy, and not half as sick at my stomach as I do when the clerk calls. Which do you think is the better?"

Well, "Sis," it is a hard thing to ask an old man that hasn't seen the two fellows, to express an opinion, but on a test vote around this office the brakeman would "get there, Eli," by a large majority. If the clerk has been a clerk nine years and never has been promoted, and sings falsetto, and makes you sick, he will never be promoted, and if you marry him you will always be a clerk's wife, and when he comes to buy dresses and things for you, he will have to dress poor himself, and then he will be ashamed, and he may stop singing and scold you in that falsetto voice, and by and by you will be sick in earnest, and you will not have a very happy time. That brakeman has got it in him, from the description you give, to be worth money to the railroad, and after a while the railroad company will give him a train, and maybe a superintendency. Then you will forget the harsh voice in which he calls out the stations now. That voice, in case you are sick, can be toned down so it will sound to you like the whisper of an angel. That great big hand that seems so rough now, will be able, in a few years, to stroke the hair on your aching head, and drive away the pain and soothe you better than the soft hand of the singing clerk who makes you tired now. Look back twenty years and see how many of the first-class brakemen of that day are away up on the top rounds of the ladder. Did you see the big funeral on Grand avenue Wednesday, when fifteen thousand people, rich and poor, millionaires and laboring men, turned out and stood tearfully as the remains of the grand railroad superintendent were taken away? Did you realize that the dead man, honored by all who ever heard of him, and loved by all who ever knew him, was once a brakeman, much such a brakeman as the one you love, and that his motto in business was the same as that of your brakeman, "Get there, Eli?" The expression quoted, means, whenever you have anything to do, never stop until it is done, and never fail. It is a homely expression, and is used many times when prettier words would be better, but there is a ring in the words, like the bugle in battle. The man who died so suddenly, was the same kind of a brakeman, as this one that makes your mother nervous, and makes you so happy. He did not dress well then, and his voice was rough, but he was not contented with simply turning a brake, and sitting by the stove in the car, and spitting on the stove, and counting the days until pay day. He was learning something all the time, and though it was not in his line of business, he could soon tell all about everything on the train,

from the cow-catcher to the rear platform, knew when a rail needed replacing, a cattle-guard needed repairs, how long every side track was, and how many freight cars it would hold, and he knew every man on the road, and could call them by their given names. He did not remain a brakeman, but was promoted right along, and if his life could have been spared, the railroad company would have laid down a million dollars in fifteen minutes, to save him. Now, "Sis," look ahead twenty years, and the brakeman whose voice is so harsh that it is liable to stop the clock, and who seems to be trying to learn things that will make him valuable to the company he works for, may climb right along up the ladder, until your good mother will think his voice is the sweetest music she ever heard, and she will be nervous when he does *not* come home from his work, where now, she is nervous when he does show up. He may take rank, within the next twenty years, with hundreds of brainy men, who are invaluable to corporations, and who nearly all commenced where your darling, harsh-voiced brakeman is now. If your father and mother have got the sense they ought to have, to be the parents of a girl with as good a head as you seem to have, it is astonishing that they will be mashed on the sickly clerk, with his spindle legs, who seems to want to apologize for being around, and turn a cold shoulder to the hearty, jolly brakeman, who, in the battle of life, could take a clerk by the elbow of the pants, between his thumb and finger, and drop him in the sewer, and who will be a support to you, and to *them*, if they are ever in hard luck. That brakeman is worth a dozen such clerks, tied up in a bunch, like radishes, and if you tie to him, the probabilities are very strong that you will not regret it. But don't do anything in the matter until your parents give their consent, because they mean to be the best friends you have got. Tell the brakeman quietly how the land lays, and to wait a year or two for you, until he shows that he is valuable to his company, and when some day the train dispatcher tells him to take a train and put on a cap with "conductor" on it, as he will, dead sure, if the boy has got business in him, for the conductors are being made superintendents awful fast this year, then the old folks will begin to think they are placing you in the keeping of one who will make you happy. They will see through the hole in the ladder before long; so just stay by your brakeman, and encourage him to do his level best, but don't disobey your parents. Teach them sense, that is all. Good day, "Sis."

A drunken man, having vomited into a basket containing goslings warming by the fire place, exclaimed in consternation, "My God, wife, when'd I swallow them things!"

A PLEA.

To how many of the outside public—those who read, work and think—is the freight conductor or brakeman merely a term synonymous of unmitigated grease and coal grime? The passenger conductor—portly, fair—a gentleman in appearance, word and deed; resplendent in gold braid and glittering buttons, threading his way amid the luxuriance of cushioned softness and Eastlake borders, embodies the extent of their knowledge. Anyhow, many never look beyond the mellow radiance of the gas light to the stern arena from which he emerged. He is not a mere carpet knight, and to write him as such would be a gross injustice to one whose very position is the guerdon of dangers bravely faced, of duties faithfully discharged. The passenger conductor is simply a graduate of the great school of civil discipline—the railway service. Those hands which so deftly ply the glittering punch have stiffened under the blasts of mountain grades or been grazed by the iron jaws of merciless drawheads; and how often, as the icy wind of some well remembered curve whistles its Polar song around the snug coaches, does his mind revert to the days when he entered the primary class; when as a brakeman, with death in a thousand shapes attendant upon every footfall, extending his grizzly hand over frosty decks or clutching from treacherous depths between, lurking in the low-reaching bridge or murky tunnel, or growing exultant over frost touched wheels and rails, he first learned the lessons of courage, devotion and patience. And as the ice line swells higher and broader upon the mirroring glass his mind runs back along the course of time to the cold nights that a bevy of coal dumps with the innate perversity of their kind selected for the big wreck at Blue Rock. A shudder creeps under the natty coat as he thinks of the lonely vigil upon the point of the far-sweeping curve, with the storm clouds scudding swiftly overhead and the sweep of the tempest in the valley below, and he wonders if ever before death touches them will his fingers be as icy as when, with the last effort of their frozen strength, he draws his scanty coat closer around the freezing lamp. It is through this and a thousand scenes of a similar character, whose enumeration would be but the portrayal of the every-day incidents of the rail, that its tardy honors are to be won.

Behind the passenger train lies the dark outlines of the freight life—of slippery grades where the anxiety of “keeping out of the way” mingles naturally with the fourteen cars which the engine *can* handle and the seventeen which the office says she *must*; of the responsibility of costly trust and the watch, incompetent subordinates; of the thousand and one rules, written and unwritten,

the observance of whose minor details at times seems a superfluity but whose disregard brings down the swiftest vengeance.

Not an enticing picture, truly, but one where the sunbeams commingle lovingly with the shadows and whose harsher outlines are softened by tender hands. And now, brothers of the shop and field, if the graduate commands recognition, why should the rank and file be ignored? M. D. C

THE OLD PRINTER.

HIS BRAVE STRUGGLE TO SAVE MONEY.—AN INCIDENT IN EVERY-DAY LIFE TOLD
BY BOB BURDETTE.

There was a wife, and there was a boy. Long before anyone now in the office had a "sit" in the news room, press room, business office or sanctum, and before the old man had begun to look out at the world through spectacles, and his figure was as straight as it was tall, the typos and reporters used to hear a great deal of talk about buying a lot and building a house on the hill, where he could have a patch of garden. And by and by he was going to quit sticking type and get into something that would let him stay home nights and get acquainted with his family. And the suit of clothes he bought in the fall lasted a long way into the next summer, and then they came out again in the winter, and the old man "rushed" more than he ever did again while that dream of home was inspiring him.

It is an old story, this struggle of a printer to get a home; any one of these restless mariners of the land, drifting from port to port and back again, lured by the *ignis-fatuus* of so many cents more a thousand and a price and a half after two o'clock, and big bills with four or five nights' work. Never a wandering jour printer got a chance to stand at the old man's case while he was saving money for a house and lot, and the subs looked at him with the despairing glances of starvation. But it is hard, up-hill work for a printer to buy a home. His pay is easily reduced and hardly raised; a long strike means the road for him, and if he has a family and can't tramp, he breaks his heart, puts dust on his head, and goes out of the union and wearily works for the bosses rates.

So the old man worked bravely on, as many a printer has worked before and since his time, and the little plant in the bank began to grow brighter as the old clothes grew shabbier.

And the boy growing into his tenth year used to be seen in the office after

school, standing at his father's elbow, learning in a very irregular, boyish, unapprenticed fashion, with a cataract of questions, to stick type. The old man never intended the boy should be a printer. And he was so proud of him and of his standing at school; and once the boy wrote a ten-line account of a boy falling down stairs, and a good-natured reporter sent it in just as it came, although it was a dull day and the scribe wanted awfully to make it a column and put on a hanging head. And the old man sent marked copies of that paper to every soul he knew in this world.

But one day an unbidden guest came home from school with the boy and sat down by the hearth-stone in the old man's rented home. And the long days of fever and doctor's bills drew out nearly all that little bank home account, and one black day the old man's case was empty and the business office told the undertaker that all his bills would be paid there, and he musn't take any money from the old man.

And pale, and quiet, and sad, looking old and worn, was the printer who came next day and took his place at the case. The types didn't click very fast in that alley for days after that. And sometimes the printer's face would be lying on the boxes in his folded arms, and how pathetic looked the half-filled stick in the clasped hands, the composing rule fallen out of place, and the pied type and leads all tumbling together.

More than one printer, going on by his way to empty his stick in the galley, was a long time bending down to find the take his one followed; and more than one, looking across at the heart-broken picture of sorrow, leaned close down to his copy to read fair writing that was never blurred when it came off the hook, and grimed his eyes with an unsteady hand, saying something about the dust or the glare of the light.

And then about five years after that, the boy's mother, weary of the long pilgrimage, lay down to rest in a cool arbor, roofed with waving grass and blue violets, and awoke to kiss her boy.

PROMOTING LOCOMOTIVE FIREMEN.

Knowing something of the difficult and hard-to-come-at business of making or hiring locomotive engineers that has been experienced by many of our master mechanics, and seeing *all* of the trouble on the side of the enginemen, of which I am one, I was very much interested in the report of the committee of the Railway Master Mechanics' Association touching this point. For some years the elevation of the standard of excellence of engineers and firemen has been a subject of considerable speculation and study on my part. There are

several indispensable points of character that are needed to make a first-class engineer : First of all good judgment, cool temper, sobriety, a natural taste for mechanical employment, sound body and mind, and a firm resolve and desire to get on in the world upon his own merits, and not through the downfall of others—for if a man seeks advancement in this way he will soon begin to plan and scheme for that downfall. Now, all who have looked into this matter acknowledge that from the ranks of the firemen come the best engineers ; then in supplying the firemen should these essential qualifications be looked for, and not in the engineers.

First of all let an applicant for the position of fireman be put in the round house as a machinist helper on running repairs, where his habits and abilities can be studied by a proper person, and if they are not *all* that could be asked in a first-class engineer, here let him stop, and do not put him on the road at all.

No examination could be devised that would always cover the case with justice or satisfaction to both sides. Let the applicant be more than sixteen and less than twenty-five years of age ; make his own application in writing in presence of proper persons ; then let him take his turn at wiping for a short time, some of the duties they will be expected to perform as helper, etc. ; let him act as machinist helper for from eight months to a year, and if found to still possess a liking for the business, good habits, and a willingness to learn all the details he can, at the cost of overtime, study and expense to himself, he may be set down as a willing, energetic man and one safe to trust and help, and such a man will find money to buy and time to study "Forney's Catechism of the Locomotive," and other good works on the same subject, take one or two mechanical newspapers and build himself up in knowledge of his business in spite of all opposition ; and while the company should encourage him all they can by reading rooms, etc., still there is nothing so encouraging to the right kind of a man as to know that he will be rewarded by promotion according to his merits, and not by rights ; let him know that he must pass an examination on the locomotive ere he can run one ; not a hundred scientific questions on the proper designing of valve gear and the manufacture of the engine, but a good, common sense, practical examination on the running and firing of an engine ; let him know something of the common laws of combustion, let him understand in detail the working of the pumps, injectors and brakes he is to handle ; let him know how to temporarily repair or disconnect a crippled engine on the road so as to get her train out of the way and the engine to the shops, promptly, right and *always*, no matter what gives out, if

there is a move left in the machine. It is not absolutely necessary for an engineer to know *how* to do all the repairs on his engine, but it is necessary that he know *when* it should be done and all he can learn of the *how* will be a benefit to himself and the company that employs him. After a man has fired one year let him be examined in the rudiments of his future business, on firing, care of engine, colors, etc., (not an elaborate fineness of distinguishing shades, but let him know white, red, green and blue apart.) Let a little more thorough examination take place every year; let them know what they are expected to learn first, and they will then learn their primer before they try the algebra; do not try to teach a green fireman indicator diagrams before he knows lead from lap, or the piston from the smoke stack. Above all in teaching firemen anything teach them the *why*: If you tell him that to properly set up wedges he should move the engine so that she will stand on top quarter, tell him why this throws the driving box against the shoe and off the wedge and leaves it free to be moved; if you tell him to always try water when he shuts off throttle when running, tell him why and he will never forget it. Issue him a time card same as engineer, and make it a rule that engineers must show firemen their running orders or read them to them; he will then, in his three or four years as fireman, become familiar with this all-important branch of the business and not have it all to worry over, half learned, as I did, on his first trip on the right side. Engineers are very often a stumbling block to the men they should teach, and should be looked after. By this arrangement you can come near getting the right kind of stock to begin with, and by a system of practical examinations men will learn to advance they must *know*; will not simply get on as easy as they can and wait for their rights, but try and make something of themselves, and those who don't give you a chance to pick out the drones. Show them in practice that men so carefully trained and raised to responsible positions will not be discharged for every little offence, for they have years of labor at small pay, and time and study for this work; and if all roads adopted the rule of promotion, not many good men would be forever out of a job that had cost them so much labor and expense, for a single mistake or misfortune. I believe no officer or employe of any any road can look back over three years of active service, and truly say he never made a mismove that under other circumstances might not have proven disastrous. Again, this rule will in a great measure do away with the tramp engineer.

Now a word as to the examiner. I do not think any master mechanic with upwards of one thousand miles of road, has the time to look after the engineers and firemen as he should. There should be a man appointed from the

ranks of engineers for this duty ; not a machinist or draughtsman or an old foggy, hook-motion engineer, but a young, progressive, sober, *successful* engineer, who knows a man when he sees one, and will judge him on merits regardless of religion or political views, secret societies, nationality or mercenary motives, who will know all an engineer need know, and can travel with the men, correct wastes, encourage thrift and economy, settle their difficulties, arrange their runs, keep their personal records, hire his firemen, promote, suspend, or discharge all employes of the locomotive department. The men will respect him as one of them, whose examinations will be of knowledge gained from the same source they must gain theirs, and the result must be better engineers, faith in the public, pride in the management, and dollars in the coffers of the corporation. Such are, at least, the views of an ENGINEER.—*Amer. Machinist.*

AN ODD FUNERAL.

A deputy United States marshal, who had been sent to an upland county to investigate the business of illicit distilling, while riding along a lonely road, came upon a party of men following a wagon. Observing that the wagon contained a coffin, the marshal asked :

"Funeral procession, is it not?"

"Yes," replied a man who carried a hymn-book.

"What is his name?" pointing to the coffin.

"John Ryeco'n."

"Where did he live at the time of his death?"

"Didn't live no whar, fur he was dead."

"I mean did he live in this community when he died?"

"No, he was dead."

The driver was very careful in selecting the smooth places, and the followers were all so solemn, that the marshal would have gone on had there not been a difficulty in passing the wagon. After awhile he said :

"I suppose your friend was a good man?"

"Best in the neighborhood," replied the gentleman who carried the hymn-book. "Best man I ever saw. Could fling anybody down the best two outen three falls. I've know'd strong fellers to rassel with him an' fur a time it sorter 'peared like they knowed he would down 'em. Mighty easy feller ter get along with, though. Never pestered nobody lessen they pestered him."

"Where are you going to bury him?"

"Did 'low ter bury him in the groun' summers."

"Of course. Had he a wife at the time of his death?"

"Noah."

"Never been married, I suppose?"

"Oh, yes."

"Wife died some time ago, eh?"

"Noah. The woman what he married is still erlive."

"Divorced?"

"Noah."

"Then he had a wife when he died?"

"Noah, fur when he died she was a widdy."

The deputy finding a place where he could pass the wagon rode on, and not until he had gone some distance did the peculiarity of the affair strike him with full force. His acquaintance with squatter life caused him at first to give the eccentric funeral but little thought, but after awhile his eyes seemed to be opened. Turning aside into the thick woods, he decided to wait and watch the course of the wagon. After awhile the vehicle came along, and just after passing him, turned into a narrow road almost overgrown with weeds and bushes. Dismounting and tying his bridle rein to a sappling, the deputy marshal cautiously followed the wagon. The funeral procession descended into a creek bottom, crossed the stream, entered a skirt of timber and stopped. A number of men working in a clearing came forward with unusual briskness and gathered around the coffin which was taken from the wagon and placed on a stump. Tin cups flashed in the sunlight, and as the deputy marshal, now crawling on the ground, drew near, he saw the men dip their cups into the coffin. The odd funeral was thus of easy solution. A coffin filled with whiskey had been brought from an illicit distillery to make convivial the work of clearing land, and it seemed that every man in that community had been invited. The officer knew that his life would be endangered should he be discovered skulking around, and recognizing the difficulty of crawling away unseen—for it was only by the merest accident that he had remained so long unobserved—he decided to walk boldly up and take his chances, for he knew that the crowd there were men who were not illicit distillers, and who, should violence be meditated, would attempt to prevent such an outbreak. When within a few yards of the coffin some one clapped on the lid, while others began to sing a doleful air. A grave had been dug, and they were in the act of lowering the box when the deputy marshal said:

"Hold on, boys, put the corpse on the stump again. I'm an Arkansaw man myself, and law or no law, hanged if I don't help you enjoy yourselves. Here's fun!" and they all drank.

The odd funeral was not reported at court.—*Arkansaw Traveler.*

RAILROAD DEPARTMENT.

—The “double order” system of train dispatching recommended by the New York State Railroad Commissioners seems to be exciting a good deal of controversy among railroad men, and the most experienced men in this section of the state claim that it comprises no element of safety over the system now in use, while on the contrary the *Cleveland Herald* states that the system is very popular on the Pennsylvania, Bee Line and other roads. It says: “The double order system does not, as a novice would imagine, multiply the number of orders, for at the conclusion of his day’s work, the dispatcher, under the double order system, has sent just half as many messages as under the single-order system. For instance, if it was desired to telegraph train twelve, east-bound, to remain at Shelby, there to await the arrival of train five, running in an opposite direction, and telegraph train five to run to Shelby regardless of train twelve, both Grafton and Shelby would be called up and given the orders simultaneously, instead of sending one dispatch to Grafton and another of a different tenor to Shelby. Three copies of the dispatch are taken on manifold—one for one operator, another the engineer and another for the conductor. Both engineer and conductor must leave the train and go to the telegraph office and sign the order. The order thus signed is repeated to the dispatcher with the number thirteen, which signifies “we understand.” Under this system such a collision as once happened on an eastern road, where the operator ordered one train to go ahead and forgot until it had got away from him to order the opposite one to wait, would be impossible.

While the double order system may have some elements of better security, it does not by any means cover the ground, and as explained in another article, the only true system is for all the roads to adopt some general and comprehensive method.—*Railroad Herald*.

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MEETING AT CEDAR RAPIDS.

A meeting was held at Cedar Rapids, Iowa, July 10, to organize “The Iowa State Train Dispatchers’ Association.” G. A. Goodell was appointed chairman, and E. W. Titus secretary. The following resolutions were adopted:

Resolved, That this organization shall be known as the “Iowa State Train Dispatchers’ Association.”

Resolved, That the object of this Association shall be: To secure greater uniformity in the manner of giving and wording of train orders, and in the use of train order signals,

on all roads, with the view of lessening chances for the misunderstanding of orders by all parties interested, and securing the greatest possible safety to lives and property entrusted to our care.

Resolved, That eligibility to membership shall consist of : 1st. Train Dispatchers in actual service of not less than one year prior to the date of the National convention. 2d. Officers of railways who have served eighteen (18) months or more as train dispatcher ? 3d. Ex-train dispatchers who served two years and left the service in good standing.

Resolved, That we adopt and abide by such constitution and by-laws as may be adopted by the National convention for the government of subordinate associations.

Resolved, That our application for a charter remain open for signatures for membership until August fifteenth.

Resolved. That delegates be selected at this meeting to attend the National convention at Louisville, August 20, and in addition thereto each dispatcher's office having a representation in this association shall be requested to name one or more members of this association who can attend the National convention.

Resolved, That the following be selected as our representatives to the National convention : G. A. Goodell, F. S. Spaffard, D. L. Isgrigg, of the B., C. R. & N. Ry ; T. W. Wilson, W. E. Cunningham, C. B. Sour, E. W. Mack, of the C., B. & Q Ry ; N. O. Munger, C. R. Dixon, of the Ill. Central R'y ; B. Bailey, G. H. Williams, W. C. Linton, of the C., R. I. & P. R'y ; B. F. Van Vleet, F. C. Batchelder, F. T. Fox, J. M. Bunker, of the C., M. & St. P. R'y ; P. C. Eldridge, of the Central Iowa R'y



—Mr. Spencer M. Ade, superintendent Elmira and Canandaigua divisions has been appointed superintendent Ontario Southern Railway vice G. H. Stearnes resigned, also the jurisdiction of all of the subordinate officers of the N. C. R. extended over that line. Mr. F. E. Fitch, train master ; J. H. Shearer, sup't telegraph ; S. Jones, chief train dispatcher ; James Strode, master of machinery ; L. Ames, road foreman of engines ; W. F. Hopkinson, resident engineer ; Seymour Smith, foreman bridge department ; W. Judivine, supervisor. The road bed of the line is in very bad condition, but we know that it will soon compare favorably with the main line of the N. C. R., which is second to none in the country.

—Mr. A. A. Talmadge, formerly vice-president and traffic manager of the M. O. P. lines, has accepted the general managership of the Wabash railway ; also Mr. F. Chandler, for many years general passenger agent, same line, has been appointed general passenger agent of the Wabash railway. Under the management of these gentlemen the future of the Wabash system is brighter than for a long time past, and we shall expect to see it take rank with the best.

—The following circular is from the Grand Lodge Brotherhood of Railway Brakemen, which we gladly give place. We are pleased to note the rapid increase of this association. There is no reason why this association should not be one of the best,—but great care must be taken in the selection of its membership.

CIRCULAR No. 2.—ISSUED BY AUTHORITY OF THE GRAND LODGE OF THE U. S.

ONEONTA, N. Y., July 31, 1884.

To all Subordinate Lodges under the jurisdiction of the Grand Lodge:

The following complaint has been made by the Grand Secretary and Treasurer against the Grand Master and Vice Grand Master of this Brotherhood :

To W. J. Barnett, Secretary of the Executive Committee, Grand Lodge B. of R. R. B. of U. S.:

Please take notice, that the undersigned, G. S. and T., B. of R. R. B. of U. S., does hereby report that James Grimes, G. M., and Daniel Hopkins, G. V. M., fail to carry out and refuse and neglect to faithfully perform their duties as such officers in this Brotherhood, to wit ; That they have violated and disregarded the Constitution and By-Laws of the Brotherhood in assuming to have the sole power and right to direct and control the G. S. and T. engaged in organizing Subordinate Lodges All in violation of Sections 1 and 5 of Article IV of the Constitution and By Laws.

ONEONTA, N. Y., July 30, 1884.

U. C. OSTERHOUT, G. S. & T.

At a special meeting of the Grand Executive Committee, held at Oneonta, N. Y., July 31, 1884, the following notice was ordered served upon G. M. and G. V. M., at once :

To James Grimes, G. M., and Daniel Hopkins, G. V. M., of the Grand Lodge B. of R. R. B. of U. S.:

Please take notice, that at a special meeting of the Executive Committee of the Grand Lodge, held on the 31st day of July, 1884, you were removed from the offices of G. M. and G. V. M. for violation of Sections 1 and 5 of Article IV of the Constitution and By-Laws, and in pursuance of Section 5 of Article IV of said Constitution and By-Laws. You will therefore turn over all Lodge property to the Grand Trustees at once.

W. J. BARNETT, Secretary.

C. E. JOHNSON, Chairman.

The Grand Secretary and Treasurer, desires in this way, to call the attention of Subordinate Lodges to the fact that the G. M. and G. V. M. have violated and disregarded the Constitution and By-Laws of this Brotherhood, in refusing to properly sign charters, when called upon to do so, for subordinate lodges, also by calling home the G. S. and T. from a distant point, thereby entailing an unnecessary expense, which act was *not* authorized by the Grand Executive Committee or Trustees, but instead taking the whole responsibility in their own hands as G. M. and G. V. M. in which capacity they were not justified. After a thorough examination of the report of the G. S. and T., by the Executive Committee and Trustees, it was deemed proper and necessary, for the good of the order, to remove the present G. M. and G. V. M., and appoint competent and reliable men to fill the vacancy caused by their removal. In consequence thereof, James Grimes, G. M., and Daniel Hopkins, G. V. M., have been removed from their respective offices, this 31st day of July, 1884, and W. J. Barnett has been appointed Grand Master, and Eugene McCarty, Vice Grand Master of the Brotherhood of Railroad Brakemen of the United States.

The G. S. and T. will resume organizing and instructing Subordinate Lodges August 1st As many lodges as possible will be instituted before October 1st, in view of having a large attendance at the First Annual Convention, the date for which has not been definitely settled.

U. C. OSTERHOUT,

Grand Secretary and Treasurer.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

ANNUAL MEETING.

The seventeenth session of our Grand Division will meet in the city of Boston, Mass., on Tuesday, October 21st, 1884, and as that time is near at hand, there are a few things that we desire to call the attention of the brothers to, and one of the most important of these is the prompt making of your annual reports. The fiscal year of our Order ends on October 1st, and at that time your report should be made out and forwarded to our Grand Secretary and Treasurer with all moneys due the Grand Division. *It is absolutely necessary that you be prompt in this matter, as your Grand Secretary cannot make out his report until he gets yours.* Now do not let us record one division delinquent in this respect. Many of our divisions have not paid their Grand dues which were due January last. Now let each one who are thus delinquent pay at once in order that the books may be balanced and you not appear delinquent on October 1st. The blanks for your annual report will be furnished by the Grand Secretary in ample time.

Your attention is called to the election of officers of your division, which must occur between the 24th and 30th of September, at a special meeting called for that purpose. This special meeting may be called on a regular meeting day either before or after the regular meeting. Please attend to this work promptly, and at this election *it is your duty* to elect a delegate to represent you in the annual session. Please see to it that he is regularly elected, as we do not want to see a proxy representative at Boston, and we want to see every division represented as this is the law-making body of the Order. Select your best man and send him on in order that you may get the full benefit of all the work performed; if it is, however, impossible for you to attend or send a delegate from your own division, place your credential in the hands of some brother to represent you. Either Bro. Daniels or myself will send you a list of visitors, and you can select from them if you choose, but it is far more desirable that you send a member of your division. Satisfactory arrangements

have already been made with Mr. Watson, of the Fitchburg Ry., for the transportation of the brothers over his line, and we are negotiating with other lines connected therewith and will no doubt be successful, so that there need be no fear but that the matter will be successfully arranged. Also partial arrangements with the United States Hotel for the accommodation of our party; they can accommodate 200 to 250 at \$2.00 per day. The United States is first-class in every particular, and will no doubt be satisfactory to all; they have 500 rooms, and street cars pass the door, running to all parts of the city. A competent committee of the brothers of Boston Division No. 122, are looking up a suitable hall to meet in, and we hope ere we go to press to be able to announce its location.

On September 15th we shall send out return postals to all divisions of our Order, which you will please fill out on the day of your election and send to us. *Please do not fail in this* as it is necessary in order that we may make out our report promptly; we shall hold the last form of October number in order to get the names of all the delegates we can for that issue. Circulars from the Grand Secretary will be issued in October number giving list of roads that favor us with free transportation to and from our annual session, and we desire to ask that only those who *are sure of going* will ask for transportation, as it is a heavy tax on railway companies to take us, and we should be as judicious as possible, and all are hereby notified that *these courtesies are only extended to members of this Order and their families*. Requests have been frequently made, both by outside parties and by brothers of our Order for such parties, *which could not be granted*. Please do not oblige us to hurt your feelings by saying *no*.

This annual meeting will be the most important that has ever convened in the history of the Order. There are many matters that they will be called upon to decide that are of great moment, *viz*: The headquarters of the Order must be located somewhere, where shall it be?

Perfecting plans for our insurance. Arranging for the organizing of divisions and visiting for the coming year; the latter will demand consideration at the hands of this session, for both your paid Grand Officers have all they can do with the work assigned them and divisions must be organized. We recommend that our divisions discuss these matters fully at home; we will be glad to furnish any information we have to enable you to arrive at any equitable conclusion, and we ask you not to conclude matters of so much importance to the Order without a full and free investigation.

It is not expected that any excursion trips will be taken, at least none will be planned until after the close of our session, which will perhaps be somewhat

longer than usual on account of the great amount of business to be attended to. Our laws will need but little if any attention, and our ritual so lately revised should not be tampered with at all, as frequent changes only tend toward confusion of the work.

We trust that all will come to Boston with the single idea of the *greatest good to our whole Order*, which is now in the highest state of usefulness, and let the cry be *forward!* and let us perfect the means that we now so much need in order that we may absorb all the worthy material that there is in the country. We can go forward to success or backward to an ignominious dissolution, our seventeenth annual session will, in a great measure determine, which it shall be. We ask you to select delegates who are noted for their genuine love of our Order and we have no fear for the future.

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DIVISION CARDS.

As all members of our order are aware there has been devised by our Grand Division, and issued to all our members what is called a *Division Card*. These cards are issued by the grand secretary upon application by the local secretary of the division of which the applicant is a member, and inasmuch as their use and abuse have been repeatedly brought to our notice, we desire to go upon record in this matter in order that our position in this regard will be understood. Within the past two months two cases have been brought to our notice of members who took passage on a passenger train of one of our leading roads and presented his division card for passage, and was very properly informed by the conductor that the rules of his company forbid his carrying passengers without the prescribed transportation, and we are sorry to note the brother roundly abused the conductor for not violating the rules of his company. *Is this the teaching of our order? No, it is directly the reverse.* If our order teaches anything it teaches, first of all, a thorough regard for all orders, rules and regulations of superiors. Instructing all its members to *run their own trains within the rules of their companies and their own best judgment, and allow no man (except those authorized) to judge of their business.* We desire to restore and build up a thorough confidence between all employes. Can you do it if those in lower positions continually violate rules made by their superiors? No, sir. One such act on part of a brother, as detailed above, will do more harm than the acts of many can counteract.

Wouldn't it be a peculiar order that would obligate one man to lose his situation to favor his fellow-man? Could such an order ever stand? You know it could not.

Now do not let us hear of any more such blunders as the one above detailed.

We are glad to note that some of our leading lines have instructed their conductors to honor our cards for passage on their trains, and we hope to see the day on all our lines, but it can never be brought about unless all our members live up to the rules of the companies in the transaction of this part of their business

♦ ♦ ♦

AT REST.

We would fall far short of our duty did we allow this occasion to pass without paying our tribute of respect to the memory of our late worthy Brother Long. We have known him for the past eleven years, and the brother that we met in Atlanta eleven years ago has been the same to us at each recurring meeting, and there was built up between us a friendship that time can never destroy. Bro. Long was honest in his convictions, firm, and prompt in all his acts, and from the day he entered the order to the day of his death he labored steadily for its benefit. He has stood by it in many hard fought contests, and when the outlook was the darkest he gave his strength to the right, and our standing to day is largely due to the stand taken by him during the dark days of 1876-77-78. We have, at all times, found him ready to advise, and his counsels were always good, and we feel confident in asserting that no brother in our whole order will be more sadly missed. We remember well our last trip with him on the occasion of the union meeting of the divisions of the state of Illinois, at Peoria, and our pleasant visit. His brightly expressed anticipations of our annual reunion at Boston, in October, remarking that he had arranged some business complications that had annoyed him for a long time and would now take more rest; but the end showed that his indomitable will carried him on and on until tired nature asserted herself and he fell. "Fell as the brave soldier falls, with his face to the enemy." Bro. Long literally died in the harness. "Over work" told the story, and all was over.

To the train crew of his train (No. 3) the *Order* are under many obligations. The brave engineer, true to his instincts and the teachings of that grand association, the B. of L. E., did all in his power to allay the suffering, ease the pain, and shorten the last trip of our dear brother. The noble hearted fireman, baggage-master, brakemen and sleeping car conductor each shared alike in their efforts to relieve him, and He, who watches over all, will reward such acts as characterized the last trip of Bro. Long. May they, when in deep distress,

find those who will minister to them in their suffering as they have to our brother.

Brother Long is at rest. Our order will meet in annual session in Boston and there will be a vacant chair among the permanent members. His voice will be hushed from our councils. Never more will his familiar voice answer the roll-call at our annual sessions; but we trust he has already answered in that Grand Division above, and is enjoying that true rest that all may enjoy who make the necessary preparation while on earth.

We shall sadly miss Bro. Long as an adviser; he has been ever true and kind to us in this respect. We shall miss his erect form from our councils, but we feel sure that his spirit will hover over and guard that which in his lifetime he had worked so hard to build up.

Brothers of our Order, in Bro. Long we have an example worthy of emulation. We do not believe a drop of spiritous liquor passed his lips in the past twenty-five years. He was always generous, honest, upright, brotherly, and we can only add, let us all so live that when our end comes it will be said of us that we lived such a life that our associates and the community at large were the gainers by our being here, and let us so conduct ourselves that when that day comes we will be entitled to hear the welcome words from the Grand Chief Conductor of the universe, "Well done, good and faithful servant, enter thou into the rest prepared for you from the foundation of the world."

KEOKUK, Iowa, July 31st, 1884.

DEAR BRO. WHEATON—On Sunday, July 27th, we made a successful raid on the "solid south" in the shape of organizing a division of the Order at Bowling Green, Ky., and I had to "go it alone," but we had an interesting meeting.

The special session of the G. D. was called to order at 11 a. m., all by your deputy, who explained as best he could the aims of the order, when the following signers to petition were obligated and instructed in both degrees, after which the chairs were filled, as follows: D. G. C. C., L. R. Carver, div. 38; D. G. A. C. C., J. H. Webb, div. 133; S. & T., J. H. Thompson, div. 133; S. C., G. L. Webb, div. 133; J. C., Charles Petty, div. 133; I. S., W. R. Thompson, div. 133; O. S. G. W. Jones, div. 133, and a division was opened in form. The signers present were, W. R. Thompson, J. H. Thompson, H. W. Bradley, Charles Mull, J. A. McDaniel, N. P. Cothran, J. H. Webb, G. W. Jones, Charles Petty, G. L. Webb, J. L. Ives, J. E. Spies and W. W. Davis, all of whom were initiated and promoted by communication except Bro. J. A. McDaniel, who was initiated and promoted in regular order. There were twenty-

five names on the list, the others being those of J. R. Sharpe, E. H. Brown, Frank Crockett, H. M. Cole, C. M. Moore, J. L. Moore, P. J. Sullivan, I. C. Stockdell, J. W. Simmons, F. B. Gray, M. O. Andrews, J. L. Atherton. The division was then instituted, after which an election of officers was held, Bros. J. L. Ives, Charles Petty and J. H. Webb acting as tellers.

The following were elected and installed as officers: C. C., J. H. Thompson, care of L. & N. Ry. Bowling Green, Ky.; A. C. C., C. Petty; S. & T., J. L. Ives, care of L. & N. Ry., Bowling Green, Ky.; S. C., J. H. Webb; J. C. Charles Mull; I. S., G. W. Davis; O. S., J. A. McDaniel; Correspondent, J. A. McDaniel. The time and place of meetings to be determined hereafter. The name is "Bowling Green" Division, No. 133. It is my belief that it will be a good division. We had no — and they say they will hold the rest of their signers off until they get the rest of their equipment. The meeting was held in the B. of L. E. hall. They will get one more suitable soon. All of which is respectfully submitted, by

Yours as ever in P. F.

L. R. CARVER.

CHICAGO, August, 1884.

DEAR FRIEND AND BROTHER—In pursuance of orders received from G. C. C. I proceeded to Garrett, Indiana, Saturday, August 2, arriving there via B. & O. R. R. at 11:20 p. m., and was met at depot by four gentlemen, who seemed particularly fitted to make a friend feel at home, and nothing was left undone to make my stay among them very pleasant. At 9 a. m., Sunday, we proceeded to hall of B. of L. E. where I found sixteen gentlemen ready and waiting to be found one among the many to do good work in the new division. After explaining the work in my weak and feeble manner we proceeded with the election of officers which resulted in the choice of C. C., J. H. Riley; A. C. C. and Insurance Agent, F. H. Duple; S. & T., and Correspondent O. R. M., N. W. Blacklum; S. C., T. J. Harper; J. C., J. E. Montgomery; I. S., C. A. Cross; O. S., A. Tyrrell. Division meets second and fourth Sunday each month in hall of B. of L. E.

The membership wishing to show their respect for their division superintendent, and also their appreciation for the interest he has taken in the formation of their division very appropriately named it the Britton Division of Garrett, Ind., and I feel it not only a pleasure but a duty to personally thank the gentlemanly train master, Bro. Gault, for his untiring interest manifested in the work accomplished, for to him and Mr. Britton, I am under great obligations for kindness and good cheer. The new division starts out

with sixteen charter members, with many more ready and waiting. Bro. Crooks, of Bucyrus Div. Ohio, will accept my thanks for valuable help, and all the friends in the little town of Garrett for special favors shown and courtesies received, very thankfully.

Yours in P. F.,

E. H. BELKNAP.

KEOKUK, Iowa, 1884.

DEAR WHEATON :—During the day of organizing at Huntington, Bro. Ashton was in correspondence, over the wires, with the C. & O. Ry. conductors at Hinton, West Va., regarding the organization of a division at that place, so late in the evening we got the cheering word that they could have at least ten (10) good men on hand and to come ahead. Accordingly we left for Hinton, W. Va., Bro. Ashton and I, where in the evening we organized New River division No. 138, with 24 names on the list and 19 present.

The special session was called to order about 5:30 P. M., in Odd Fellows Hall by your deputy, who explained as best he could the intents of the Order, when the following petitioners were obligated and instructed by communication: S. H. Schutt (pronounced *Skutt*), P. B. Tardy, J. M. Carter, J. R. Hardy, J. F. Drish, J. S. Waldrop, Ervin Wilson, D. W. Haynes, S. H. Sims, J. H. Dyke, J. T. N. Hardy, C. H. Russler, B. H. Myles, W. T. Crawford, J. W. Davis, R. H. Thomas, A. G. Seamans. When a division was regularly opened, then reduced to the First Degree and A. D. Haynes and G. H. Allen were initiated and instructed. The division was then raised to Second Degree, and Bros. Haynes and Allen were promoted and instructed in all the work. The division was instituted and an election of officers was held with Bros. Ashton, Schutt and Russler, as Tellers.

The following were elected and installed as officers, as at Huntington I granted them a dispensation to elect officers to hold over the next year, also to elect delegate: C. C., J. H. Schutt, box 196, Hinton, W. Va.; A. C. C., W. T. Crawford; S. & T., J. F. Drish, Hinton, W. Va.; Sr. C., S. H. Sims; Jr. C., J. S. Waldrop; I. S., J. W. Davis; O. S., C. H. Russler; Correspondent to O. R. C. Monthly, J. H. Schutt; Delegate to G. D., D. W. Haynes; Alternate, W. T. Crawford. The division was named New River division No. 138. Not having any number from Bro. Daniels, I gave them 138.

Those on the list not present were C. W. East, J. H. Wells, J. E. Hamilton, A. C. Smith and C. W. Lankford. They are all freight men and are a very good lot of men.

I guess I have got the start of you on this division. Bro. Ashton hinted

that I might bring an extra set of supplies as we might make the rifle at Hinton, so here we are ; on this trip we gained 37 members and I collected \$55.00 from Huntington and \$40.00 from Hinton, total \$95.00, and lost five days. I only got home last night at 6 P. M., left for Des Moines, *dead-head*, at 7:30 P. M. and made my regular trip to-day, after traveling 810 miles since 5 A. M. Tuesday, August 12th. Am I tired ? I never get tired. The time of meetings will be determined soon.

Well this will have to suffice for a report. Hoping my actions will merit your approval, I am as ever yours in P. F.,

L. R. CARVER.

KEOKUK, Iowa, 1884.

DEAR WHEATON :—A special session of the Grand Division was held in Odd Fellows Hall in Huntington, W. Va., on Sunday, August 10th, for the purpose of organizing a division of the Order in that city. The special session was called to order at 2:10 P. M., when the following charter petitioners were obligated and instructed in the work of the Order by communication. The division was then opened in form, after which it was reduced to the First Degree, and Messrs. J. C. Ferguson, A. W. Burch, G. H. Greenwault and W. Waldron were initiated and instructed in that degree. We then resumed work in second degree and the same brothers were regularly promoted and instructed in all the work. The instituting was then performed, after which the election of officers was held with Bros. C. R. Ashton, S. C. Coach and J. T. Lynch as Tellers. The following officers were elected and installed, Bro. Ashton as Marshall : C. C., H. N. Raglan, P. O. Box 105, Huntington, W. Va. ; A. C. C., S. D. Beach ; S. & T., J. T. Lynch, P. O. box 663, Huntington, W. Va. ; Sr. C., J. C. Ferguson ; Jr. C., A. R. Farra ; I. S., J. H. Gilbert ; O. S., G. M. Jenkins ; Delegate to G. D., H. W. Raglan ; Alternate, to G. D., A. W. Burch ; Correspondent for O. R. C., Monthly, A. R. Farra.

The division was named Ashton division No. 136 in honor of Bro. C. R. Ashton. A speech was expected from Bro. Ashton in response to the testimonial, but his usual modesty (?) took possession of him and he would only recognize the call. I dared to assume the authority to grant to the new division a dispensation to elect and install officers, said officers to hold over to the regular election of 1885 ; they also selected their delegate and alternate, as you will see by the report, it being so near the end of the year. Those on the petition for charter not present were R. H. Hamilton, W. C. Davis, S. M. Bailey, W. B. Shawan, E. N. Wood. Bros. Ashton, Geo. Barce, W. M. Zel-

ler, of No. 31, and C. L. Bruner of No. 21, have signified their intention of withdrawing and joining the new division. Bro. J. H. Carter of old No. 30, deposited his G. D. card and was re-obligated and now is a member of No. 136. The material of the new division is good, Bro. Ashton having sifted them thoroughly and he will continue to use the sieve, so you may expect to hear good reports from No. 136.

Before closing I must say that *too much credit cannot* be accorded Bro. Ashton for his untiring zeal in the interest of the order in West Virginia, and the prospects are *good* for a division at Hinton at a very early day, also at Richmond, Va., with a very little work. We sent some circulars over there for distribution, and hope the seed sown will take deep root, and be the means of a grand awakening south of Mason and Dixon's line. I must thank all concerned for the marks of kindness shown, in many ways, during my journey to and from Huntington, and during my stay in that city. All of which is respectfully submitted for your consideration and approval.

I am, as ever, yours in P. F.,

L. R. CARVER, Deputy.

HERON, M. T., July, 1884.

DEAR BROTHER WHEATON—By authority from you I had the honor to organize Mt. Helena Division, No. 129, at Helena, Montana, July 5, 1884. at 1 o'clock p. m. I was most ably assisted by Bros. W. O. Mohler, Mt. Hood div. No. 91; J. B. Jordan, St. P. & M. div. No. 40; M. T. Davis, Union div. No. 13; J. H. O'Bryan, Omaha div. 35, with the following charter members: Charles E. Elliott, Ed. D. Gilbay, C. M. Bair, F. G. Ellison, B. E. McGurk. W. H. Hake, C. Hulitt, J. H. Gordon, Frank Sayres, Peter Reynolds. Ten in all with more to follow. At an election of officers the following were elected: C. C., C. E. Elliott; A. C. C., E. L. Gilbay; S. & T., C. M. Bair; S. C., F. G. Ellison; J. C., B. E. McGurk; I. S., W. H. Hake; O. S., C. L. Hulitt.

I feel confident this new division of our noble Order is in excellent hands. All took a policy in our insurance.

Thanking you for the honor conferred, I remain

Respectfully yours in P. F.,

FRED. L. CHASE, D. G. C.

SOUTH PUEBLO, Colo., July, 1884.

C. S. WHEATON, G. C. C.—*Dear Sir and Bro.:* I organized Salida Division, No. 132, July 27th, as deputized by you, with ten charter members. The following is a list of the officers: C. C., Harry Hart, South Colorado; A. C. C., J. S. Brown; S. & T., J. W. Burke; S. C., J. Miller; J. C., John Patton.

I. S., J. T. Ham ; O. S., D. P. Cook. Although they start out with few members, think they will get along nicely. We fully instructed them in the work.

Yours truly in P. F.,

L. GERMAN, S. D.

HARRISBURG, PENN'A.

On Sunday, August 17, in company with Bro. George E. Drake, of No. 9, we repaired to the above named place and organized Dauphin Division, No. 143 of the order with fifty charter members, thirty-one of whom were present. The following were regularly elected and installed officers for the balance of this year : John Shultz, C. C.; H. T. Albright, A. C. C.; Charles E. Weaver, S. & T.; William Parker, S. C.; S. T. Hamill, J. C.; M. S. Reuter I. S.; Jas. Carson, O. S.; James Sterling, Correspondent. We were ably assisted by brothers Drake, No. 9, Dewey, Stoner and Hess, No. 5, and a bro. from No. 41, whose name now escapes us.

The new division starts off under very flattering circumstances. We are under great obligations to Bro. Albright and family for their generous entertainment while in Harrisburg.

OUR WORK.

Our Insurance is now above 1,000 members, and we can point with pride to the years' work. A gain of six hundred is pretty good for one year, and we can make it eight hundred if we try. Let each division send in five or six before October 1st, and we will all derive a benefit from such noble work. We now have one hundred and forty-two divisions organized, and we have several points nearly ready. We have organized fifty divisions this year, and will in all probability get five more before October 1. Truly the brother who remarked at Kansas City that we would raise fifty divisions this year was a prophet. We particularly desire to have all fill out the postals that will be sent out about September 15th, and return them promptly. It will be but a moments work, and it will assist us greatly in our annual report.

Oh—what a world is this !

Rank noxious weeds pervade

The fields of dissembling bliss —— !

A market ——, and slandering ills the trade.

LADIES DEPARTMENT.

BORROWING TROUBLE.

Some people, and we are sorry to say they are not a few, live in the unceasing employment of borrowing trouble. They are continually making themselves miserable in anticipating things that never happen. They worry and fret and fret and worry until at last it becomes a habit, until finally if they should try to overcome it they could not. They allow their imaginations to go to the farthest extent, and are continually making mountains of trouble out of very small things.

The borrowers of trouble are the skeletons at every feast where they are invited: their pity for children and young people is very great. The merry peal of joyous laughter coming in through the open door, awakens no responsive chord in their hearts, but on the contrary sends their thoughts into the future to the time when all this happiness shall be crushed and its place be filled with tears and sorrow.

They have no bright, happy anticipations of to-morrow; they do not look at the bright side, enjoying the good things of this world, but are ever on the watch for the wild beast, hidden in the dark corner, to spring upon and devour them.

These people find no hope growing in their paths where they take their lonely walks, but on the contrary find them filled with thorns and briars; and away in the far future see many dangers approaching them, and though only possible troubles they are ever watching for them, and are in constant fear lest they meet them face to face. If their daughters go to a ball or an evening party, they stay at home and make themselves miserable by thinking all sorts of improbable dangers. If a disease comes into the neighborhood they are sure they and all their family will die of it. If the little child's cheeks are flushed by the exercise he has taken, he without a doubt has the scarlet fever; if a member of the family is a little hoarse, he is certainly going to have diphtheria.

When their boys are old enough to work for themselves, they borrow the same amount of trouble about them as about everything else. So they go from one thing to another, never released from this terrible chain that has bound them so fast. It would not be so bad if they kept all this to themselves, but they must communicate their doubts, fears and forebodings to their friends.

The borrowers of trouble are rarely if ever happy ; they regard happiness as a fleeting, deceitful illusion. It is hard enough to spend our time in tears when our trouble comes ; but, until then, let us keep our hands free from it, and if we must borrow anything let it be joy and hope.

♦ ♦ ♦

HER MONUMENT.

She built it herself ; and yet she did not know she had a monument. She lived in it ; but she did not know that it existed.

Her monument was her home. It grew up quietly, as quietly as a flower grows and no one knew—she did not know herself—how much she had done to tend and water and train it. Her husband had absolute trust in her. He earned the money ; she expended it. And as she put as much thought in her expenditure as he put in his earning, each dollar was doubled in the expending. She had inherited that mysterious faculty which we call taste, and she cultivated it with fidelity. Every home she visited she studied, though always unconsciously, as though it were a museum or an art gallery ; and from every visit she brought away some thought which came out of the alembic of her loving imagination fitted to its appropriate place in her own home. She was too genuine to be an imitator ; for imitation is always of kin to falsehood ; and she abhorred falsehood. She was patient with everything but a lie. So she never copied in her own home or on her own person what she had seen elsewhere ; yet everything she saw elsewhere entered into and helped to complete the perfect picture of life which she was always painting with deft fingers in everything, from the honeysuckle which she trained over the door, to the bureau in the guest's room, which her designing made a new work of art for every new friend, if it were only by a new nosegay and a change of vases. Putting her own personality into her home, making every room and almost every article of furniture speak of her, she had the gift to draw out from every guest his personality and make him at home, and so make him his truest and best self. Neither man nor woman of the world could long resist the subtle influence of that home ; the warmth of its truth and love thawed out the frozen proprieties from impersonated etiquette ; and whatever circle of friends sat on the broad piazza in summer or gathered around the open fire in winter knew for a time the rare joy of liberty—the liberty of perfect truth and perfect love. Her home was hospitable because her heart was large ; and any one was her friend to whom she could minister. But her heart was like the old Jewish Temple—strangers only came into the court of the Gentiles, friends into an inner court ; her husband and her children found a court yet

nearer her heart of hearts; yet even they knew there was a holy of holies which she kept for her God, and they loved and revered her the more for it. So strangely was commingled in her the inclusiveness and the exclusiveness of love, its hospitality and its reserve.

Ah! blessed home builder! You have no cause to envy women with a "gift." For there is nothing so sacred on earth as a home; and no priest on earth so divine as the wife and mother who makes it; and no gift so great as the gift which grafts this bud of heaven on the common stock of earth. Her children shall rise up and call her blessed; her husband also, and he praiseth her.—*Toronto Globe.*

Two or three days ago a couple of my lady friends, who had been shopping, took a street-car to go home. It was crowded, and as no one offered them a seat, they were obliged to stand. All at once one of them felt a pair of hands and arms about her waist, and in another moment she was pulled down and sitting in a gentleman's lap.

She didn't scream, but simply turned around and found that the gentleman was none other than her husband.

A great raw-boned good-natured half-tipsy Irishman was sitting next to my lady friend's husband, and seeing what his neighbor had done, he quietly put his arms about the other lady's waist, and attempted to make her sit upon his knees. Then there was a scene. The lady half screamed. The Irishman vainly expostulated, saying that he meant no harm, and that he thought it all right, for the other man did it; but in spite of all the conductor hustled him off the car.—*Geneva Advertiser.*

THE PRAYER.

I wonder if there may not be,
 Somewhere in God's eternity,
 A work-day season, long and bright,
 For souls belated—whom the night
 Surprises ere their tasks are done—
 Who grieve o'er golden threads unspun
 Because of weariness and set of sun.

I know not, yet it seems more blest,
 More blissful were the soul's sweet rest
 That sometime, somewhere shall have wrought
 Entire, life's purpose—deed or thought,
 And so I pray. "Oh if there be
 A place in God's immensity
 Where life work may be rounded—give it me?"

Hannah A. Foster

YARD MASTERS' DEPARTMENT.

All matter under this head must be in the hands of the editor on the 15th of each month. We respectfully solicit correspondence ; make all articles brief, pointed and as interesting as possible.

DETROIT, August, 1884.

TO THE CONDUCTORS' MONTHLY—*Dear Sir:* On the 28th July our Grand Secretary, Mr. Joseph Sanger, paid us a short visit at Detroit. We were highly pleased to have him come ; a committee was appointed to meet him at the depot and escort him to the hotel for dinner, after they had dined they took him for a two and a half hours' drive through the city. He was not feeling first-rate when he came, but said this had done him good ; he was delighted, and expressed himself highly gratified with the ride. After tea the members of our division met in the Brotherhood of Locomotive Engineers' room in the Merrill hall, corner Jefferson-st and Woodward avenue, which had been kindly tendered to us by them that evening for the purpose of holding our meeting.

Mr. Sanger explained to us nature, benefits, progress and working of the association, &c., in a brief address. All seemed satisfied and well pleased at having the opportunity of meeting the grand secretary, and hearing from his lips such a good report. Seventeen members were present. At 10 p. m. we all retired across the street to Mr. W. Gillman's restaurant, where supper was prepared, which was really very inviting. Our worthy guest declared that he had been kept in the dark—that he did not know that this was in the bill, and that for once he was fairly beaten. As he was not able to do justice to himself or the splendid spread that was before us, however, most of us did and all partook heartily and enjoyed ourselves for about an hour and a half to our heart's content.

After refreshing the inner man, drinking a few toasts, with the usual speeches, songs, &c., we bade each other good-night and retired to our respective homes.

Happy to meet. Sorry to part,
Hoping to meet again.

A MEMBER OF No. 12.

INDIANAPOLIS, August, 1884.

To the Officers and Members of Union Division No. 12, Detroit, Michigan :

GENTLEMEN—Having returned to my home, and feeling considerably better than I was when with you, and partaking of your generous hospitality, I feel it a duty I owe you, as a division, to once more thank you for your noble wel-

come and princely entertainment. And my wish now is, that my actions in the future will never give you cause to regret that I made you a visit, and the pleasant hour we spent together on business and socially, (I must say I never was better received and entertained by any persons than by you), and shall always look back to my first visit to Detroit as one of the happiest moments of my life, and should any of you visit Indianapolis, or where I am, I shall try and reciprocate; but as I said to you then, you beat me once, and on a visit to me you might do so again. Let us all now see what we can do for the association. Let harmony and good feeling prevail among us all, especially in our work, and in our social meetings show to our officers that we are working to their interests as well as ours, and I guarantee to you they will never refuse us a favor when we need one. Our national association is steadily increasing in numbers. We have added 132 new members since the annual report was made April 30, 1884. We now have 1017 names upon our books. I wish they were all good, but some of them will have to be dropped for non-payment of assessments, but shall soon have one thousand dollars at a death, and I cannot think our average assessments will be over \$11.00 per annum—if not, we have the cheapest insurance among Rail Road men, say nothing about our social relations. I never would have known anything about that little white and black rabbit had I not been a member of this association. But I am degressing and will close. Wishing you all a long and happy life I especially wish to be remembered to friends Blow, Newton and Proctor, who watched over me while in your city.

Respectfully yours,

JOSEPH SANGER,

Grand Sec'y & Treas'r, Y. M. M. B. A.

We would like to hear from Capt. W. J. Kenney and how he likes his new place down at Cairo. We trust he has been abundantly successful in his new field of labor.

We are pleased to note that 140 new members have been added to our roll of members already this year, and they are coming in nicely. All have a work to perform in this matter and by giving a little time to it we can make it 2,000 ere the year is out.

Chicago Division No. 15, of which Mr. Henry R. Hopkins is secretary, meets first Saturday in each month at 8 P. M., B. & C. passenger depot foot of Monroe street, Chicago. We are in receipt of sample blanks in use by this division also By-Laws, and we would recommend division secretaries to ask Mr. H. for

samples, for they are certainly the finest we have ever seen. Their plan of arranging assessments is also good and is worthy of being adopted by all our divisions. Mr. Hopkins is one of the oldest yard masters in the service, and we know from his system of arranging insurance that he is a valuable man for his company.

We sent out sample copies of August number to all delegates who attended the convention at Atlanta and we ask that they hand them to their associates so all may see our book. Inquiries are coming in from all parts of the country for samples, which we can furnish promptly on application ; also quite a number of members of the O. R. C., who are now yard masters, are inquiring about the Yardmaster's Association, showing conclusively the wisdom of the annual meeting in selecting the Monthly as their organ.

We have advices from some 20 to 25 offices of our leading lines commending the action of the yard masters on the strike question, and we believe it is unanimously commended by all thinking men ; to be sure, a few cranks and grumblers will find fault, and that is one of the surest evidences that it was just right, and any man who allows himself to be led by those who have no interest at stake in railway life is certain, sooner or later, to get into trouble, and when in trouble his adviser is powerless to help him simply because he has lost all his power of assistance to get the man out of his situation.

SONNET.

Her feet were never slow in love's sweet labours,
 She gave her lands, as Dorcas did of old,
 To clothe and bless the poor ; all were neighbours ;
 Her eye and heart were eager all to hold.
 But now her willing feet are very weary,
 Her slender hands are pale and nerveless grown ;
 She cannot rise—yet think not days are dreary
 With her. A brighter presence than her own
 Is ever with her, watching, soothing, cheering,
 And so she worketh still for others' good
 And waiteth patiently for His appearing
 And welcome grand ; "She hath done what she could,"
 Oh, friend ! In health thou taught what work might be,
 And now in sickness patience teachest thou to me !

—*Glasgow Herald.*

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

MASTER AND SERVANT—RISKS OF EMPLOYMENT.

Between a railway company and its employes there exists the relation known in law as that of master and servant. When the servant enters into this relation he assumes all the risks ordinarily incident to the duty he undertakes to perform, and on the other hand, the master (the railway company) binds itself not to expose him to any extraordinary risks, or such as do not ordinarily belong to the employment. In accordance with this rule the law is that if the master, or another servant standing toward the servant injured in the relation of superior or vice-principal, orders the latter into a situation of greater danger than in the ordinary course of his duty he would have incurred, and he obeys and is severely injured, the master is liable unless the danger is so apparent that to obey would be an act of recklessness. A servant may obey orders coming from one having authority over him, with power to discharge him for disobedience, unless to obey would expose him to danger so glaring that a prudent man would refuse to enter into it even under such orders.—*Miller v. The Union Pacific Railway Company*, U. S. Circuit Court, District of Colorado, June, 1883.

MASTER AND SERVANT—FELLOW SERVANT—NEGLIGENCE.

As between employes of a railroad company whose duty it is to repair the track while trains are using the same, and its representatives who are engaged in running trains over the same where the trackmen are so employed, it is the duty of the latter, as far as practicable, to adopt such precautions as will guard its employes on the track from dangers incident to their employment. Where the liability of a railroad company for injury to one of its track repairers by the careless manner of running a train is in issue, evidence tending to show that the train causing the injury was in charge of a conductor and engineer, and was at the time engaged in a race, at a high and dangerous rate of speed, with a train on a parallel road, over several public crossings, on a curve on

which the track repairer was at work within the limits of a city, and where trains should be run with care corresponding with the circumstances, without sound of bell or whistle, or slack of speed, or any other precaution to warn the men engaged at work on the track of approaching danger, is competent to go to a jury and should be submitted to it under proper instructions upon the issue joined; and it was error in the court to grant a nonsuit on the assumption that the negligence and carelessness causing the injury was that of a co-employee in the same service and not that of the company. See *Whalen v. Mad River R. R. Co.*, 8 Ohio St. 249; *Manville v. Cleveland, etc., R. R. Co.*, 11 Ohio St. 417; *R. R. Co. v. Webb*, 12 Ohio St. 475; *R. R. Co. v. Lewis*, 53 Ibid 196; *R. R. Co. v. Ranney*, 37, Id., 665.—*Dick v. Railroad Company*. Supreme Court, Ohio, 1883.

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NEGLIGENCE—MASTER AND SERVANT—VICE-PRINCIPAL.

1. Negligence is the failure to use ordinary care, that is to say, such care as a person of common prudence would exercise under the circumstances, and where the complaint is that the plaintiff has been injured by the negligence of a railroad company, the question for the jury is, did the railroad company fail to discharge any duty it owed to the plaintiff? 2. Where push cars are furnished by a railroad company to be used in transporting materials, and to be propelled by pushing, it is not negligence in the company to fail to supply them with brakes or other means of controlling their movement. 3. If the master, or another servant standing toward the servant injured in the relation of superior or vice principal, orders the latter into a situation of greater danger than in the ordinary course of his duty he would have incurred, and he obeys, and is thereby injured, the master is liable unless the danger be so apparent that to obey would be an act of recklessness. 4. Where a master employs one servant and requires him to work under the orders of another, and gives the latter power to dismiss the former at his pleasure, the latter is a superior servant or vice-principal, and stands in the place of the master when acting in the scope of his powers. 5. Although push cars are originally furnished to be used only to carry materials, yet if the company permits their use to transport workmen from place to place for such a time and so generally as to become a custom of the road, it may be held to have authorized such use.—*Miller v. The Union Pacific Railway Company*. U. S. Circuit Court, District of Colorado, June, 1883.

HAPPY REMINISCENCES.

Now twenty years are past and gone, I don't forget the day,
Since first on board the emigrant ship, I entered New York bay.
My boyish heart so long oppressed, was filled with joy and glee,
As I blessed that flag, the stars and stripes, beneath which I was free.

In Castle Garden landed, I mingled with the crowd,
The favored ones, who met their friends, wept joyously aloud ;
But I, alas, had not a friend to extend a greeting hand,
Not one to bid me welcome to fair Columbia's land !

I ventured out in Broadway, with all its din and noise,
I found myself the laugh and jest of boot-blacks and small boys !
There goes Paddy, holloa Mike, was shouted from behind,
For once I thought America's sons ungrateful and unkind.

I aimlessly crossed the ferry, onto the Jersey side,
The Erie depot stood in front, capacious, long and wide,
A train stood at its moorings, the fireman rang the bell,
To those on board a merry tune, to me a doleful knell.

I saw the bland conductor, and stepped up to his side,
I said, kind sir, excuse me, could you please give me a ride ?
I have no gifts or money, but a truthful word I'll give
To pay the debt some future day, if God should let me live.

He turned quickly on his heel and scanned me up and down,
He viewed my hat, my corduroys and jacket, faded brown ;
He says, I think you are not a tramp, a vagrant or a thief,
You are an Irish lad just landed, that is my true belief.

Our laws and rules are very strict, and servants must obey,
But, my young stranger, feel not sad, your fare I myself can pay.
Your countrymen, though not of mine, in either kith or kin,
The freedom which our land enjoys, have bled and died to win.

I took a seat on board the train, and soon was rocked to sleep,
In dreams I wandered back again, across the briny deep ;
I stood upon the old hill-side, with pasture rich and green,
Within the shadows of the cot, where born I had been.

The parting hour I saw again, my eyes bedimmed with tears,
 I felt that mother's fond caress, so bowed with care and years,
 I saw my father in the door, his face was sad and wan,
 I heard his parting words : my son, be honest, be a man.

The brakeman's voice my slumber broke : Elmira, please change cars.
 I thought myself on board that ship with all its gibs and spars.
 A gentle voice broke in my ear, you must now here remain,
 I looked, the friend I longed to thank, no longer run the train.

I studied out in silence, that friend, so kind and good,
 And pledged myself in riper years, that is, if I could,
 To be a man with such a heart, exempt from foul alloy,
 To follow in his footsteps, and be a railroad boy.

I made my application, and met with good success,
 Prosperity crowned my labors, I was lucky I confess.
 I twisted wheels and shoveled coal, on the Lehigh and N. C
 And the friends I made in those young days, I am ever glad to see.

But he whose heart went out to mine, in my darkest hour of life,
 Alas ! alas ! for one so good, he perished in the strife
 I never could repay him here, so generous, kind and brave,
 He met the fate of railroad men : a crash ! a wreck ! a grave.

The rail I've long deserted, but still my heart will bound
 When I hear the whistle loud and shrill, through hills and dales resound.
 My memory then too well recalls those faces, so long known,
 Not one, I hope, forgets the lad they nicknamed—GARRY OWEN.

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THEY MEET AS STRANGERS.

"So your husband has given up smoking," chirped Mrs. Yeast, who had just been informed to that effect, to her neighbor, Mrs. Crimsonbeak.

"Yes, he has actually given up smoking," replied the wife of the martyr, rather proudly. "You see, it didn't agree with him."

"Didn't agree with him !" shouted Mrs. Yeast, in her surprise. "You don't mean to tell me that your husband gives up everything which he finds does not agree with him ?"

"Yes, I do, Mrs. Yeast ; that's exactly what I mean to tell you."

"Well, then," rejoined Mrs. Yeast, almost out of breath, "I expect to hear very soon that he has given you up, for I never knew you to agree with him !" And that is why they meet as strangers now.—*Exchange.*

FRATERNAL DEPARTMENT.

DUBUQUE, Iowa, 1884.

BRO. C. S. WHEATON, G. C. C., AND BROS. OF THE ORDER :—

I am a member of Johnson Division No. 67, also a reader of the O. R. C. Monthly (which, by the way, my wife says is the best railroad book I have ever taken.) In the August number is an article from Bro. L. P. Martin, of No. 3, touching our insurance, which strikes me as being a very good thing, and I hope at the next annual session of the Grand Division his plan, or a better one if found, will be adopted. As you have asked for suggestions tending toward the improvement of our insurance, I will take the liberty of offering one, although I presume it has been discussed before this. I will not take your time to go into details, but simply give an outline.

At the death or total disability of a member the Grand Secretary is to make an assessment upon each sub-division for a fund of say \$1,000 ; sub-divisions to be assessed in proportion to number of members in division ; secretaries of divisions to assess members for amount, making each member of the Order a part of the insurance. Should the membership increase at a greater ratio than the deaths or disabilities, then the amount of assessment is to be decreased in proportion, or the amount of benefit increased to \$2,000. I say \$1,000, because a large number of our members are already carrying all the insurance they can afford, which will account for the lack of interest taken in ours. At the same time there would be but few in the Order who would refuse to pay the small amount which they would be assessed under this system to a brother who had been crippled for life, or to the family of one who had been killed, and if there are any it seems to me they are not worthy to be called brothers.

Now if this is worthy of thought I should like to hear from some of the old heads on the subject.

Yours in P. F.,

67.

NASHVILLE, Penn., 1884.

C. S. WHEATON, DEAR BRO.:—Having been elected correspondent of Rock City Division No. 135, O. R. C., I now give you my first communication.

The division was organized July 13th, 1884, by Deputy G. C. C., L. R. Carver, at our hall on Union street. We started with thirteen members, after two meetings we have an addition of six members, making nineteen in all, and I think before the end of the present year we will have a membership of at least fifty. The greatest difficulty experienced is our inability to get the men n off the road at the proper time. They all express a desire to become mem-

bers. Those who have joined so far are very agreeably surprised and say it is far different from what they expected. I think it very beneficial in every respect and it will redound to the interest of all. Our C. C., C. L. Wood, of the L. & N., is to be especially commended for the lively interest he has taken; it was through his persistent and unceasing efforts that the division was organized. We are fortunate in securing the services of Bro. Jo H. Latimer as Secretary and Treasurer; he is a man of indefatigable energy, one who never tires in doing good. I have the combined duties of A. C. C. and correspondent devolving upon me, but however think I shall survive the pressure. Being my first attempt, I will try and be brief and not annoy you too much. I would be very thankful if you would give me some idea of what a correspondent of your Monthly should write about. I know you have a great many letters to answer and as your time is probably limited some must be set aside, therefore no offence will be taken at your failure to answer on all occasions.

Below you will find a list of officers comprising Rock City Division No. 135: C. L. Wood, C. C.; R. C. Cowardin, A. C. C.; Jo H. Latimer, Sec. & Treas.; Thos. H. Woods, S. C.; W. H. Dyer, J. C.; S. M. Wene, O. S.; Thos. Edmonds, I. S.

Hoping to hear from you soon, I am Fraternally Yours,

R. C. C.

PEACH SPRINGS, Arizona, Aug. 10th, 1884.

ED. MONTHLY:—At last the much talked of bridge across the Colorado river at The Needles is completed, and through trains are running between San Francisco, St. Louis and Kansas City, and business is improving considerably. We are now in the midst of the rainy season, which consists of nice light, cool showers daily, that fall like a blessing on the dry plains of "Sun-kissed Arizona."

Changes of late have been very few, for which we are proportionately grateful, for nothing demoralizes railroad people so greatly as constant changes among officials and employees. W. A. Platner has a regular run on fifth division; Conductor Walsh is running the Mountain train; Frank Wood now has a regular run on passenger, a position he is in every way thoroughly qualified to fill with credit to himself and the company.

John Tway, an old time A. & P. conductor, was initiated into Division 85 August 3d. He has charge of construction train on fifth division. Our genial passenger conductor C. R. Perry, has thirty days in which to study over the advisability of carrying ex-employees without pass, ticket or money; in the meantime "Court" goes east to visit his "best girl." Conductor Rush is running freight on fifth division and a chicken ranche at Truxton. O. R. C. men are

cordially invited to stop with Ed and will be treated to the latest style of spring chicken. Paymaster Wilson has just been over the line of road paying for two months. The A. & P. is now only one month behind with pay.

AZTECAN.

PHILADELPHIA, August, 1884.

EDITOR RAILWAY CONDUCTORS' MONTHLY—After the first-class "send off" you and other friends gave Philadelphia Division, No. 123, on the 27th ult., we have still kept up the boom. Our division has now, after just arriving at the tender age of three weeks, ninety names, some of which are not yet in, but only await a chance to get away from business before receiving the cordial welcome our Order gives them.

Our division meets, at the call of the chief conductor, every Sunday at 2 p. m., in Red Men's Hall, No. 928 Race street, and on the 10th inst. we opened business just about the time the earthquake visited our city. The janitor of the building told some friends that Red Men make considerable noise at their meetings but that the Conductors made the whole building shake.

A great deal of interest is apparently manifested in the Order, and the officers of our division are up to their work. C. C. Morton and S. C. Ferry have both done well, and Bro. Ferry has been congratulated by all of our brothers on his proficiency. Our division is a success. Brothers come and see us.

S. L. I. M.

EDITOR MONTHLY—We read with pleasure in the August number of the Monthly Bro. Martin's lengthy explanation of his "hobby," and while there is much in it that shows commendable zeal, yet we think the plan not feasible and one that can never be carried into effect. Bro M. says first, "it is apparent that a large number of brothers do not favor the present plan." Now isn't it a fact also that many belong to it instead of a few, as we are informed that it now has over 1,000 members, a gain of 600 this year, and we desire to ask Bro. Martin if he thinks it good policy to try and force brothers to do that which they will not voluntarily. The fact is we believe that our insurance is retarded simply on account of negligence of our members, and we desire to call the attention of all to the fact that plans have but little to do with any insurance; it takes the will of the members to make it a success. I think Bro. Martin does not intend to mislead, but when he draws his conclusion, that from the fact that the Grand Division allowed them to go over and be printed in the proceedings there must be some merit in them. Now we do not believe

that this is the true view of the case, for it is a fact that many of the delegates who were utterly opposed to any such measure favored Bro. M. personally in getting it before the Order. They do not now recognize any feasibility in the plan, nor did they at that time.

Now, to close, we desire to ask Bro. Martin one or two questions, and first, would it be at all likely that divisions would pay \$10 for each member into the grand treasury when they will not pay \$1.00 for each member within a given time, as we note in August Monthly, that many divisions have not paid their grand dues yet. Second, is it feasible or right for an unchartered association to put \$6,000 into a general fund in any one brother's hands, be he ever so honest? We think not. Third, suppose I carry \$1500 insurance and don't want any more, I am compelled to withdraw from the Order or take more than I can carry? I hope Bro. M. will answer these queries in October number, and perhaps he can convert a member of our insurance who would like to see Bro. M. a member also.

DELEGATE.

ERIE STATION, August 12, 1884.

EDITOR MONTHLY—Bro. Martin's letter on the subject of insurance in the August Monthly has been the subject of considerable discussion among the members of Division 64, the prevailing opinion being that there are a great many grave objections to Bro. Martin's system. Bro. Martin says: "Let every division secretary forward ten dollars for every member of his division," assuming that every member of the Order is a member of the insurance. This is an impossibility, for there are hundreds of brothers who already carry as much insurance as they can afford, and doubtless there are hundreds whose physical disability renders them ineligible. But aside from all that, the idea of throwing such a large amount of money into the treasury at one time, is not a wise one. What the wise policy holder wants is insurance, not an overflowing treasury. As I understand it there is, or should be \$1800 now in the treasury, or enough at all times to pay *the next two assessments*. This is all that can be desired, with two assessments paid in advance, we are on a sound financial basis, and by a little hard work on the part of officers of divisions in keeping the subject continually agitated, we can by January, 1885, point to a muster roll of 2,000.

This may not seem very rapid growth, neither is it, but the plant of slow and steady growth, is the plant which comes to stay, and it is this steady and persistent effort, this hold-on-and-never-let-go-tenacity which makes a success of

any undertaking, and not spasmodic "booms" which kill themselves by the violence of their own exertions.

I am sorry that the medical examination has been dispensed with, for I think it opens the door to ineligible members. A danger which should be guarded against with the most jealous care.

Bro. Sam Whipple, our indefatigable secretary and treasurer, is, I am happy to inform you, again at his post after a painful illness of four weeks. To his efforts alone, are due any success on the part of insurance in this quarter. Bro. George Hedges has just returned from an extended trip in Canada, and speaks in glowing terms of the hospitality of our brothers across the line.

The order of the Grand Division, compelling each division to subscribe for a copy of the Monthly was discussed at a late meeting and brought out considerable oratory. One prominent member declaring that it would be a more graceful act on the part of the Grand Division to present each division with a copy gratis, but the kicker was promptly sat down upon, the secretary instructed to procure a copy, and after the transaction of some other unimportant business, Bro. Fitzmorris was gently awakened and the meeting closed.

LYNDON.

ST. JAMES, Minn., Aug. 5th, 1884.

EDITOR MONTHLY :—Since writing you of the organization of W. I. Allen Division No. 130, a good deal has happened that is worthy of record. What has interested the members most is the fact that we have had a rousing good meeting every Sunday since the organization, or five in all. Last Sunday was the day for our regular semi-monthly meeting but, unfortunately, circumstances were such that we did not have a quorum. There were about a dozen members of the Order present but not enough of them were of our division. We have a goodly number of men here who belong to other divisions but whose homes are naturally with us, and they are now taking the necessary steps to become members of our division ; when this is accomplished we shall never fail for want of a quorum.

We are yet too young to have accomplished much in the way of adding members to the Order, but have one initiate whose promotion will be acted upon at the next regular meeting, and we also expect several applications at that time. Our members are all taking a lively interest in the work of the Order, and visiting brothers say we are a lively little division. We never expect to rank high as to members, but we are bound to let quality supply the

deficiency in quantity. Right here I wish to reply to Brother Aztecan of 85, Peach Springs, A. T., that No. 130 was organized June 29th, and sent in 38 subscribers to the August Monthly, which rather gets away with his list.

We have not done anything on the insurance yet, which may be accounted for by the fact that a good many of our men are insured in the good old Mutual Aid and Benefit Association. However we will get around to it in good time and will see what we can do. I was reading in the *Railroader* of a recent date, a list of our men and where they were placed, that was so badly mixed that I will give a correct list which may prove interesting to the friends who are far away and look to the Monthly for whereabouts of old associates.

On the main line runs from St. Paul to Sioux City are Messrs. Hutson, Monty, Cox, Vandewater and Sargent; on Des Moines run, Kingsley and Flibbotte; on Merriam Junction run, Wilkins; Sioux Falls Branch, Bicker; Salem extension, Vosburgh; Rock River branch, Chas Wood; Pipestone branch, P. H. Abbey; Sioux City and Alton run, A. Harrington; Blue Earth branch, Olison and Stearns; on east end, Jones, Cook and Dick Moriarty wrestle the way freight runs. Ed. Moriarty and Feeney, through runs, and Manning, Galoin, Knott, Christopher Smith, Blaser, Horst and McKinnon are the chain gang. On the west end are Miner, Sol. Adams and Anderson on Sioux City way freight; Chas. Olmsted and W. H. Thomas, Sioux Falls way freight, and Randall, Mack, Hart, Gus Cook, Coulter, Sullivan, Quinn and Turpin in chain gang.

Since writing last, our train master, Mr. W. I. Allen, has resigned and accepted a position with the Minneapolis and St. Louis. He is located at Minneapolis. "W. I." was a whole army as train master, and his leaving was deeply regretted by every man under his jurisdiction. The boys placed a little reminder of their regards in his hands the night before he left, in the shape of a small bundle of bank notes. Van made the presentation speech, which is a guarantee that it was well done. Conductor L. B. Ridpath has been appointed to the vacancy caused by Mr. Allen's resignation.

If present promises in the shape of good crops are fulfilled, the Omaha will have a boom this fall that will give all hands plenty to do. Crops never were in a finer condition in southwestern Minnesota than they now are and prosperity for the crop raiser means prosperity for everybody, at least such is the case in our northwest.

I think I have written enough so far as the number of words is concerned and will close with my best wishes for the prosperity of our Monthly. 130.

FT. WAYNE, Ind., August 14, 1884.

Wayne Division No. 119 O. R. C. were sadly bereaved by the sudden death of our worthy chief conductor J. C. W. Long. Bro. Long had an attack of hemorrhage of the lungs about two weeks ago while in the discharge of his duties as passenger conductor, and he was brought home very sick, where he lay near death's door for several days. The best medical aid that could be had was quickly brought to his service, and with judicious skill, together with the loving and devoted attention of his aimiable wife he began to improve, and hope grew brighter and stronger each day in anticipation of his recovery to vigorous health; he kept improving gradually and got able to be up. A few evenings ago he went out buggy riding, and after returning home went out on the porch to sit and enjoy the evening breeze when suddenly, without any warning, he fell forward with his life blood streaming from his mouth and nostrils. He was quickly and tenderly taken into the house and everything done that could be, but alas the cold icy hand of death was upon our brother, and in a few moments he was dead. Oh, the sorrow and anguish of that loving and estimable wife no one except her alone can realize the sad and irreparable loss of a kind, true and noble husband. Having no children the grief stricken wife is left alone to mourn. Bro. Long's aged father and mother, living near Crestline, Ohio, were notified by telegraph of the sad event, and they were both in attendance at the funeral. Oh, with what sorrowful hearts did that kind and loving mother and father hurry forth to pay the last sad and solemn respects to their darling boy. Words can but faintly express the feelings of those aged parents who but a few days ago could refer with joyful pride to their noble boy. Bro. Long was about forty-five years of age—just in the prime of life—a thorough and efficient railroad man, faithful and prompt in the discharge of his duties at all times, he having commenced railroad ing when a mere youth, and by his prompt and steady habits and faithful performance of such duties as were entrusted to him he rapidly advanced in his position to the responsibilities of passenger conductor, which he has held with entire satisfaction to his employers on the P. F. W. & C. Ry. for the past fourteen years. He was also very popular with the traveling public; he had many warm and appreciative friends, both in and out of railroad circles; his cheerful greeting will be sadly missed by his former friends and employers. Bro. Long was a very active and zealous worker in the organization of our division, and by his true and worthy manhood was unanimously chosen as our chief conductor, the highest division office. He took great interest in the workings of the division, and although he has been permitted to officiate but a few short months his many kind and generous acts will never be forgotten by the remaining officers and members. Bro. Long was, also, a member in good standing of Summit City Lodge No. 170, F. & A. M. He was buried at Ft. Wayne, August 14, 1884, by Wayne Div. No. 119 O. R. C.

The visiting brethren were W. P. Daniels, Grand Secretary, Cedar Rapids, Iowa; W. D. Burr, Chief Conductor Div. 62, Bucyrus, Ohio. The employees of the P., F. W. & C. R'y, all attended the funeral that possibly could, and the Pennsylvania Company, in order to show a just tribute to an old true, faithful and tried employee held some of their trains over at Fort Wayne in order to give the trainmen the privilege of attending the funeral, which kind and generous act on the part of the gentlemanly officials was most duly and truly appreciated by all, both relatives and friends and never will be forgotten. Bro. Long was a kind, generous and liberal hearted man and by proper economy and good practical management he leaves his wife in very comfortable circumstances in the way of a pleasant home, he also held an insurance policy of several thousand dollars on his life. Yet all these things amount to nothing compared to having him spared to stay yet a little while longer. It was the will of That Grand Chief Conductor on high that he should be taken from us, and we can only extend our heartfelt sympathy to the mourning widow and grief stricken parents and humbly bow in submission to His will. May we all meet him on that bright and happy shore is the most devout prayer of each and every one of us.

M. S. THORNTON,
Corresponding Secretary.

MENTIONS.

—W. M. Davis was expelled from No. 40.

—No. 141 was the fiftieth division organized this year.

—Bro. Carver goes to Cleveland, Tenn., on Sunday, August 24, to organize.

—D. Pillon was expelled from No. 4 for drunkenness and conduct unbecoming a brother.

—Any brother who has a spare February number of the Monthly will confer a great favor on me by sending it to this office.

—Ladies are respectfully requested to favor us with some articles for the Ladies Department of our Monthly. We will try and make it of interest to them.

—Brother John Flanders of No. 3 has been appointed train master of Lexington and Southern division of the M. O. P. Ry. We congratulate our brother on his preferment.

—Bro. J. A. Wisner, the Chief Conductor of Montezuma Division, No. 70, is in Elmira visiting friends. The major looks as hale and hearty as when among us as a conductor years ago.

—We are in receipt of a letter from Bro. Herbert Durkee in answer to an inquiry in August number of the Monthly. He is now at Ashland, Wis., and is employed as conductor by the Wisconsin Central Railway Company.

—Any one knowing of the whereabouts of J. C. Blassingham, C. H. Averyill, J. F. Adams, formerly of the D. & S. P. Ry., T. M. Tyrrell, Denver Pacific Ry., and C. A. Rupert, of K. P. Ry., will please inform this office at once.

—We go to Derry, Penn'a, on Sunday, August 31, to organize a division of our Order there, and we are pleased to note that Mr. J. C. Campbell, President of the Yard Master's Mutual Benefit Association is one of the charter members.

—Your attention is called to the ad. in our advertising columns of Catarrh remedy. The proprietor is Bro. Samuel F. Keller, chief conductor of Harrisburg Division No. 80; he will furnish all with references and testimonials directly from the service.

—Mr. Ira S. Beers, lately of Dakota, is again a citizen of Elmira, and has established a Ticket agency on East Water street. He has a full line of tickets for all points, north, south, east and west. We are glad to welcome him back again. He was always a friend to railway employes.

—Brother Charles Dyer, of Montezuma Division, No. 70, formerly train master at Los Vegas, N. M., has been appointed division superintendent vice G. L. Sands resigned. Bro. Dwyer will have charge of the divisions of the A. T. & S. F. Ry., between Raton and Wallace, N. M.

—We print in this issue a fine lithograph of our late Bro. Long. Copies of the September number will be sold to all who desire at the small amount of 15 cents per copy. Bro. Daniels also has some copies which are not bound in the book which can be had at same price on application to him.

—D. S. Graham, an expelled member of No. 44 is reported as presenting an expired card, and representing himself as a member of our Order. Any person who shall see this card will please take it up and send to this office. When last seen he was in the vicinity of St. Louis, Mo. The Order has no connection with him whatever.

—Patrick O'Brian, past chief conductor of division No. 63, left his home at North McGregor in June last and has not been heard from since. Anyone knowing of his whereabouts will confer a great favor on division No. 63 by corresponding with Bro. E. H. Weyman at North McGregor, Iowa.

—Bro. Carver reports the organization of St. Joseph Division, No. 141, with twenty-five charter members, on Sunday, August 17, 1884, of which T. J. McDonald, No. 1021 South 15th street, is C. C., and E. E. Tyler, 1009 South 11th street, is S. & T. The new

division starts under very flattering circumstances. There were 35 members of the Order present, among them Bros. Comen and Loughlin, of No. 55, J. W. Maloy, No. 65, E. H. Belknap, No. 83. There were eleven divisions represented.

—George Blue, formerly a member of Div. No. 70, at Los Vegas, N. M., has, we understand, represented himself as being reinstated to full membership in our Order, basing his claim on a mistake in the Circular of our Grand Secretary and printed in our March number. Such is not the case however. Blue was suspended from the Order for unbecoming conduct and deemed by his associates as unworthy their fellowship, and has certainly proven such to be the case by his misrepresentation.

—We will print a supplement to October number, which will contain a cut by the American Bank Note Company of James Boyle alias John Boyle, J. Ward, Ward Douglass and J. Ward Boyles, together with a history of his career for the past fifteen years, also affidavits of various parties as to his acts both in public and private life. Please note that he is expelled from our Order, and is at last where he can do us no harm. Everybody is hereby warned against him—he is a dangerous man.

—Bro. W. I. Allen, of No. 59, formerly train master at St. James, Minn., has resigned his position to accept a similar one for the Minneapolis and St. Louis line with headquarters at Minneapolis, Minn. His resignation has called out the following notice by Mr. H. Spencer, superintendent C. S. P. & O. Ry.:

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY., }
ST. PAUL & SIOUX CITY DIV., }
SUP'TS OFFICE, ST. JAMES, Minn., Aug. 1, 1884. }

To take effect on this date. Mr. L. B. Ridpath is appointed Train Master of the St. Paul and Sioux City Division, to succeed Mr. W. I. Allen, resigned.

H. SPENCER, Sup't

We congratulate Bro. Ridpath on his preferment, and trust he may fill his new position with credit to himself and all concerned.

—In company with Bros. H. Hurty, E. E. Potter, J. D. Bailey, of No. 9; Bros. Frisby, Hunt and York, of No. 32, we took a very pleasant trip to Jamestown, N. Y., on Saturday, August 23, and after a good dinner with mine host Sherman of the Sherman House, we took a delightful sail up Chautauqua Lake in the Steamer Cincinnati, of the People's Line, arriving at Chautauqua at 2 P. M. We spent two hours at this beautiful resort, truly, one of the grandest in the east. At 5:30 P. M. we embarked via B., N. Y. & P. Ry. for Dunkirk, where we arrived at 7 P. M. At 8 P. M. a special meeting of No. 9 was called to order in Masonic Hall and three candidates regularly initiated. At the close of the meeting we were elegantly entertained at the rooms of the Dunkirk Social Club. We are under great obligations to Burrows Brothers of the People's Line of Steamers and Messrs. Isham, Risley and others, of the Social Club, and Bros. Howard, Patterson and Brecht, of No. 9, for their many favors. A resolution of thanks was extended to the Masonic bodies of Dunkirk for their kindness in providing a hall for our meeting.

—Our attention has been called to fact that one W. E. McClure (who was at one time an employe on the C. R. I. & P. K. & D. M. divisions, and has lately been employed on the M. O. P. system in Texas) has stated several times that the order of Railway Conductors obligated its members to do everything they could to defraud the companies, injure the service, and in every way embarrass officers. Such statements as these, coming from a man who has the reputation of this man where he is known, will have no effect, but among those who do not know him he might influence some. We desire to state first, McClure never was a member of our Order, and consequently not knowing anything of the obligations. And the principles as shown by the acts of our order, give the lie to every portion of his statement, and we have proof positive that he is an unprincipled scoundrel. He sometimes claims to be a conductor! Whether he ever has been or not we do not care, but one thing is certain no railroad employe's character or situation

is safe in his hands. His railway record has been looked up, and any one desiring to know fully in regard to his transactions will please correspond with this office, and we will give references.

—We are pleased to note that the Union Meeting at Middletown on Sunday, August 17, was a decided success. About sixty brothers were present, seven candidates were initiated and promoted, Bro. C. A. Millard acting as chief conductor, Bro. F. Rosencrans, assistant chief conductor, Bro. Brink, secretary, Bro. E. Gerst, S. C., A. A. Pettingill, J. C., and the regular I. S. and O. S. of the division in their respective places. The meeting was a grand success. After closing the party were entertained by Mr. S. H. Bodine, one of the prominent citizens of Middletown. All speak in highest terms of their entertainment. No. 9 was represented by Bros. Millard, Stickles, Depue, Patten-gill, D. Becker, J. D. Bailey; No. 49, Bro. Shew; No. 52, Bros. Rosencrans, Gerst, Tuttle, Shultz, Hall; No. 54, Bros. E. H. Lewis and Johnson.

—The following resolution was unanimously adopted by Elmira Division No. 9, at its last regular meeting. We think it a pretty good idea, and produce it in full so all, who desire, can copy :

ELMIRA, N. Y., August 10, 1884.

Resolved, That on and after this date the initiation fee for membership in Elmira Division No. 9 shall be \$12.50, and after the candidate has received the degrees in the Order and signed the by-laws, making him eligible to all rights and privileges of the Order, the chief conductor shall propound to him the following questions : Are you desirous of becoming a member of the insurance, belonging to this order, and if becoming a member, will you pay all assessments promptly ? If answered in the affirmative, (\$2.50,) two dollars and fifty cents, the initiation fee shall be deposited with the Grand Secretary and Treasurer, who shall issue a certificate of membership in his favor, and the chief conductor shall so inform him.

DEATH OF LA VETA ROBERTS.

It is with painful regret that we chronicle the death of little La Veta Roberts, infant daughter of Mr. and Mrs. J. R. Roberts, who reside on Blondeau street, between Twelfth and Thirteenth, Keokuk, Iowa. The bright little girl was the favorite of the neighborhood, and there were many sorrowful hearts in that locality when it was known that she died this morning at 7:30 o'clock. She was taken sick only yesterday, on the very day that she was three and a half years old, and though every effort was made to save her death bore her spirit away and closed her eyes on those who had loved her so dearly. Mr. Roberts is conductor on the Long line and went out on his run, and though a telegram was sent him he cannot reach here until to-night. The family have the heartfelt sympathy of a large circle of friends.

The Rev. John Burgess officiated at the funeral. The text was from Jeremiah xix chap.; verse 21 : "For death has come up under our window, and is entered into our palaces to cut off the children from without, and the young men from our streets." Louis W. Klein, Ira and Will Wills and Frank Fuller were the pall bearers.

I read in a paper the other day of a brother far, far from home,
Who was running his train in the usual way, the sunlight just coming on,
When a message was quietly handed him. Can you think what it said,
Just five little words, but a volume to him, "Our little baby is dead."

No O. K. to that message was given, though he felt that his poor heart would break;
No need of repeating that order, for Death never makes any mistake.

He handed the copy to that brave engineer, and in accents so feeble he said :

"Please, sir, do your duty ; my heart's nearly breaking ; my little baby is dead !"

As he walked through the aisle, and passed through the door, little children would say
 "Look at that proud, strong man, mamma, wiping the big tears away."
 Little children, he oft had caressed them, but pity brought him no relief,
 They even seemed mocking his sorrow, and adding still more to his grief.

But he saw one sleeping in its mother's arms, he looked at each silken curl,
 And he said to her, "You are happy to-day, but I've lost my baby girl."
 Still thinking of the morn of yesterday, of the kiss and the sweet bye-bye,
 And how little he thought on yesterday morn how soon his baby would die.

He remembered now every little thing that La Veta had ever done,
 As she sat in the door in her mother's arms and shouted, "Papa has come ;"
 And he looked in the sad, sad heart at home, dearer than any other,
 And all he could see, sitting all alone, was a broken-hearted mother.

It was a long, long day, and on reaching home he saw as never before
 A white satin fold some friend had placed so kindly on the door ;
 As he pressed that dear wife to his breast, beyond the sad wail of woe
 Whatever they said, as they talked of the dead, is not for you or me to know.

Ah, the lawn and the play-ground are lonely now, even the rooms look sad ;
 The beautiful loving pictures lost the charms which once they had,
 But a tear oft starts as perchance you gaze on that baby's little arm chair
 And you see the shoes and stockings our loved one used to wear.

And at eventide as they walk together, in the soft and quiet hours,
 No one asks where they are going with the bunches of beautiful flowers ;
 In a quiet spot, both kneeling down, two hearts once strong and brave
 Both bow to the will of God to night, and place the flowers on baby's grave.

Your friend, E. H. B.

On the 5th inst. Mr. Alex. Johnston, a member of the London Division, No. 15, of the Order of Railway Conductors, was killed at his post in a collision at Ingersoll. The funeral took place from his late residence, Gray street, this afternoon to Woodland cemetery. Division No. 16, Railroad Conductors, attended in a body nearly 40 strong, each man wearing the handsome regalia of the Order. The pall bearers were Conductors J. C. Williams, J. McCarty, J. Gillean, R. Clark, T. Hill and H. Horne. Rev. Canon Smith, of Christ Church, conducted the church service, and Conductor Douglass the service of the Order. A very large number of friends of the deceased conductor followed his remains to Woodland.

At the meeting of the Order last night the following resolutions were unanimously adopted :

WHEREAS, It has pleased an all-wise God to remove from our midst our late brother, Alex. Johnston ; and

WHEREAS, It is but just that fitting recognition of his many virtues should be had ; therefore be it

Resolved, That, while we bow with humble submission to the will of the Most High, we nevertheless mourn the loss of our good brother who has been taken from us ;

Resolved, That in the death of Alex. Johnston, this division laments the loss of a brother who was ever ready to proffer the hand of aid and words of kindness and sympathy to a distressed brother ; an active member of this order ; a friend and companion who was dear to us all ; a citizen whose upright and noble life was a standard of emulation to his fellow men.

Resolved, That the heartfelt sympathy of this division be extended to his family in their sad affliction.

Resolved, That the charter of this division be draped in mourning for thirty days ; also that each member wear crape upon the left arm for the same length of time.

Resolved, That these resolutions be spread on the records of this division, and a copy thereof transmitted to the friends of our late brother, and the Conductors' Monthly.

JOHN TURNBULL,	} Committee.
J. F. McARTHUR,	
ROBT. S. CLARKE,	
T. HILL,	
W. L. SCHWAB,	

ERIE, Pa., 1884.

ED. MONTHLY :—It is with a sad heart that I take up the pen to chronicle the sad bereavement of Bro. W. E. McDaniel. On Sunday, August 4th, at 5:30 P. M., his amiable wife, Lizzie, after a short illness, and surrounded by loving friends and relatives closed her eyes to the things of this world, to enter "that undiscovered country from whose bourne no traveler returns." But one short week before a little stranger had blessed them by its advent, and the proud father and mother were no doubt looking forward to many years of happiness with their new-found treasure. But God in his inscrutable wisdom ordained otherwise, and she who was the light and joy of a happy home, is laid low by the relentless hand of death. The funeral took place Tuesday and was largely attended. The floral tributes were marvels of elegance and taste and were too numerous to be mentioned in detail. Bros. Fitzmorris and Whipple, on behalf of Division 64, presented a beautiful floral pillow. The pall bearers were Messrs. Charles H. Welchman, W. P. O'Brien, Geo. H. Snyder, Chas. E. Weaver, Daniel Hartlieb and Chas. Crowell.

Poor noble-hearted, whole-souled Ed. It was a terrible blow coming at a time when nothing seemed wanted to complete his earthly happiness, and the hearts of his brothers of Division 64 go out in sympathy to him and to his helpless babe, who never in this world will look upon a mother's face or hear the music of her voice. LONDON.

J. C. W. LONG.

On Tuesday, August 12th, at his home in Fort Wayne, Ind., our worthy brother John C. W. Long entered into rest. John C. W. Long was born in Morrow county, Ohio, April 10th, 1829. He left home in the spring of 1861 and came to Allen county, Ind., and engaged in teaching school ; in 1863, his health failing, he went east and spent the summer in the mountains of Pennsylvania ; in November, 1863, he returned to Allen county and again engaged in school teaching during the winter ; in the spring he was employed for a time in a book store. He was married in the spring of 1864 to Miss Nancy Valentine, who survives him. In November, 1864, he entered the employ of the P., Ft. W. & C. Ry. as brakeman, and was in the employ of that company continuously until his death, serving in the various capacities of freight conductor, yard dispatcher and passenger conductor for the last ten years of his life. Bro. Long was also engaged for some time previous to his death in the grocery business.

The cause of Bro. Long's death was hemorrhage. He was taken sick while on duty on train No. 3, west bound on the P., Ft. W. & C. Ry. Bro. Long took his train at Lima, feeling usually well, and worked his train as usual ; when near the rear of the last coach he was taken without a moment's warning with hemorrhage. Thinking that salt could be used successfully to allay such cases, started at once for the hotel car but fell unconscious in the first sleeper where he was found a short time after by the sleeping car conductor. We were advised of his death on Wednesday morning by wire by Bro. L. M. Blakesley, while many miles away from home, and circumstances beyond our control prevented us from at once repairing to Fort Wayne.

He became a Master Mason in 1865 and was a member of that order in good standing.

Bro. J. C. W. Long joined the Conductors' Brotherhood as a Charter member of Wayne Division No. 23, located at Fort Wayne, on October 21st, 1872, and was elected delegate to the session of the Grand Division held in the city of Pittsburg in 1873. We find yet as members of our Order on our records in good standing who were associated with him at that session Brothers W. H. Peters, No. 2; W. L. Collins, No. 9; Wm. F. Falkiner, No. 13; O. E. Parsons, No. 60. Only four in all. Bro. Long was again elected delegate to the 7th and 8th annual sessions held in the cities of Baltimore and Atlanta, respectively. The records show but seven in good standing who served with him in Atlanta, viz.: W. L. Collins, No. 9; O. J. Smith, No. 14; J. C. Whissen, No. 9; John Surles, No. 31; C. A. Stanchfield, No. 21; A. Vannaman, No. 46, and C. S. Wheaton, No. 9. At this session he was elected Grand Secretary and Treasurer and served with great credit to himself and the Order until the 11th grand session when he peremptorily declined and was succeeded by our worthy brother and present Grand Secretary, W. P. Daniels. Although declining active work as a Grand officer he was always found ready and willing to assist in the work of the Order. On the adoption of the resolution at the 11th session making permanent members, Bro. Long attained his permanent membership in our Grand Division, and his familiar face has been seen in every Grand session since the 6th, and he is the only member that attended all our Grand sessions, and of the Old Guard who assembled at Atlanta in 1875 who are permanent of our Grand Division but three remain: Past Grand Chief Conductors W. L. Collins, C. A. Stanchfield and the Editor of the Monthly.

Bro. Long filled creditably nearly every office in our Order from Outside Sentinel to Assistant G. C. C., and but few will be missed as will Bro. Long. In him those who are left have an example worthy of emulation. Let us use our best endeavors to perpetuate that which he labored so hard to build up.

Miss Etta H. Vincent died this morning at 9 o'clock, of meningitis, at the home of her mother, 428 W. Clinton street, aged 14 years, ten months and twenty-six days. She was the only daughter of the late Clinton D. Vincent, who for many years was a valued employe of the Northern Central Railroad. Etta had been a patient sufferer for more than four months, but death finally claimed her and a happy home was left in sadness. Truly, the light of this happy household has gone out, as by her kind and gentle manner she had endeared herself to all. She was an honored member of Hedding Church Sunday-school. Her mother and an only brother are left to feel keenly the great loss that Providence has brought them. The funeral will occur from the house on Monday afternoon at 3 o'clock.

Lord, thou hast taken Etta whom we loved
From earthly courts to courts above;
We feel the pangs and bear the pain
And trust we'll meet her yet again.

—*Elmira Gazette.*

The following we publish by order of Buffalo Division No. 2.—Ed.

ATTICA, N. Y., Aug. 5th, 1884.

MR. W. J. JACKMAN, SECRETARY DIVISION NO. 2:

RESPECTED SIR:—Please accept my heartfelt thanks for kind favors shown us before and at the burial of my beloved husband, C. A. Stuby. May He who never fails to repay richly reward you and bless you with health and length of years. I also desire you to express my gratitude to the O. R. C. for the superb floral tribute with which it so kindly remembered my dear husband, and I fully appreciate the respect shown him by the Order at his burial. With kind regards to you and your family and best wishes for the fraternity, I remain, in deepest sorrow but not as without hope,

MRS. REBECCA S. STUBY.

— THE —
RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., OCTOBER 1, 1884.

No. 10.

THE NEW CHURCH DOCTRINE.

There's come the singular doctrine, Sue,
 Into our church to-day ;
These cur'us words are what the new
 Young preacher had to say ;
That literal everlastin' fire
 Was mostly in our eye ;
That sinners dead, if they desire,
 Can get another try :
He doubted if a warmer clime
 Than this world could be proved :
The little snip—I fear sometimes
 He'll get his doubts removed.

I've watched my duty, straight an' true,
 An' tried to do it well ;
Part of the time kept heaven in view,
 An' part steered clear o' hell ;
An' now half of this work is naught,
 If I must list to him,
An' this 'ere devil I have fought
 Was only just a whim ;
Vain were the dargers I have braved,
 The sacrifice they cost ;
For what fun is it to be saved,
 If no one else is lost ?

Just think!—Suppose, when once I view
 The heaven I've toiled to win,
 A lot of unsaved sinners, too,
 Comes walkin' grandly in !
 An' acts to home, same as if they
 Had read their titles clear ;
 An' looks at me as if to say,
 " We're glad to see you here !" *!*
 As if to say, " While *you* have be'n
 So fast to toe the mark,
 We waited till it rained, an, *then*
 Got tickets for the ark !" *!*

Yet there would be some in that crowd
 I'd rather like to see ;
 My boy Jack—it must be allowed
 There was no worse than he !
 I've always felt somewhat to blame,
 In several different ways,
 That he lay down on thorns o' shame
 To end his boyish days ;
 An' I'd be willin' to endure,
 If that the Lord thought best,
 A minute's quite hot temperature,
 To clasp him to my breast.

Old Captain Barnes was evil's son—
 With heterodoxy crammed ;
 I used to think he'd be the one
 If any one was damned ;
 Still, when I saw a lot o' poor,
 That he hvd clothed and fed,
 Cry diconsolately round his door
 As soon as he was dead,
 There came a thought I couldn't control,
 That in some neutral land,
 I'd like to meet that scorched-up soul
 And shake it by the hand.

Poor Jennie Willis, with a cry,
Of hopeless, sad distress,
Sank sudden down, one night to die,
All in her ball-room dress ;
She had a precious little while
She even left her sweet, good smile—
'Twas on the face next day ;
Her soul went off unclothed by even
One stitch of saving grace ;
How *could* she hope to go to Heaven,
And start from such a place ?

But once, when I lay sick an' weak,
She came and begged to stay ;
She kissed my faded, wrinkled cheek—
She soothed my pain away ;
She brought me sweet boquets of flowers
As fresh as her young heart—
Through many a long and tedious hour
She played a Christian part ;
An' ere I long will stand aroun'
The singin' saints among,
I'll try to take some water down,
To cool poor Jennie's tongue.

But tears can never quench my creed,
Nor smooth God's righteous frown,
Though all the preachers learn to read
Their Bibles upside down.
I hold mine right side up with care,
To shield mine eyes from sin,
An' coax the Lord, with daily prayer,
To call poor wanderers in ;
But if the sinner won't draw nigh,
An' take salvation's plan,
I'll have to stand an' see 'em try
To dodge hell if they can.

—*N. Y. Sunday Times.*

WANTED.

A dreary picture presented itself as I gazed from my window out upon the water-soaked fields and the gutters with their miniature rivers. All day the rain had fallen in torrents, and had beaten against the window panes with a force that reminded one of an angry child; the wind moaned and sobbed through the trees until the sound was almost unbearable. Now, as night came on, the rain seemed to gather strength, for it grew fiercer and angrier, and the wind became so mournful, that at last, I turned from the window and going to the grate put on fresh wood and watched as the flames enveloped it bringing light and cheer into the room, chasing away the dark shadows that had begun to gather in the corners. Thinking to while away the time until joined by the rest of the family I picked up the evening paper, and glancing over the columns of accidents, robberies, deaths and marriages my eye fell upon the following : Wanted by a gentleman and his wife a house that is commodious and pleasant ; one with a lawn and nicely kept grounds preferred.

The advertisement struck me as peculiar, and I fell to dreaming about it. Before me I beheld the forms of a stately old gentleman and lady as in the pleasant evenings they sat on the veranda of their new found home, with little children playing about them. I watched them as with slow and steady step they wandered along the graveled walks across the velvety lawn and through the thick cool shrubery, waiting for the little ones as they stopped to gather the brightest flowers or to cool their tiny hands in the sparkling fountain. At last, growing weary, they sat down in a rustic arbor where the rays of the setting sun found them out, and played "hide and seek" on the little golden heads while it rested lovingly, reverently on the heads threaded with silver, and over all happiness and contentment reigned supreme.

The sun sank lower and lower until finally it was lost to sight ; there was a chill in the air that reminded the group that autumn was with them, and thinking of the cosy seats by the fireside they arose and disappeared from view.

Slowly my eyes wandered back to the paper, and the next in the column of wants was, A young lady would like a place as seamstress. Immediately my sympathy went out to the young girl who must toil from morning till night for her daily bread. Perhaps she had been reared in the midst of wealth and luxury, with kind, loving friends to care for her and make smooth the rough path of life. Now she is thrown on the world and finds it hard to do for others what she has never done for herself ; and the hands now so soft and white will often be wounded by the cruel needle and become hard and calloused.

Wanted, A governess to teach and take entire care of four children. Poor governess ; how I pitied her, as day after day she must go through the same tedious routine. Every morning she must meet the bright but unruly boys, endure their noise and petty disputes, and strive by every means in her power to keep their minds from marbles, ball, shinney, catching on sleighs, riding down hill and other boyish sports. Every morning she meets the pretty but ill-mannered girls who, though young, have exalted ideas of beaux and parties, she alternately drives and coaxes them to get their lessons. And with aching head she listens to their senseless jabber of the languages and the jingle, jangle of the out of tune piano. But in spite of all the trouble, trials and vexations the governess and her charges grow very fond of each other. All look forward to the pleasant evening walks and drives when all thoughts of books and cares are thrown to the wind, and the children vie with each other in trying to make their teacher happy. Under her care the boys have become kind and obedient, the girls polite and studious. As the patient worker realizes the great changes she has wrought she feels repaid for all she has endured.

Undisturbed, I read on down the column and come to the next : An old gentleman would like to take a young boy to live with him. This was good, and I felt grateful to the person who had so kindly offered a home to one of the many who needed it. Then I beheld the youth flushed with health and thankful for the good that had come to him, guiding the feet of his benefactor over the rough and slippery places. They left a pleasing impression, as I thought, of them ; the elder now not so strong, leaning on the arm of the younger who was full of health and strength.

Thus I read and dreamed of the every-day wants of human nature. I hold up the paper and see the word, "wanted" printed so plainly, and think how often I have seen it stamped upon the faces of fellow creatures much plainer and more full of meaning than printer's ink ever could make it. I cannot recall a face upon which I have not seen at times "wanted" printed all over it. There is a void in every heart. Life is not wholly what we would have it ; there is something wanted.

F. L. B.

♦ ♦ ♦

WHAT MAKES THE MAN

A beautiful soul, a loving mind,
 Full of affection for its kind ;
 A helper of the human race,
 A soul of beauty and of grace,
 That truly speaks of God within,
 And never makes a league with sin.

THE SOWER.

A sower went forth to sow, and the spring rustled in the tree-tops and rippled in the birds' pure song ; with merry song and careless laugh he watched the sheen of the golden grains drifting in the idle south wind, then to nestle in warm old mother earth's brown breast.

Then came night. The gentle moon drew a silver cloak over field and wood ; the misty clouds stole shy along the myriad pointed heavens, and the seeds lay close one to the other wondering if the delicious quiet was death.

So the time went by, and the spring-time grew stronger, along rippling brooks sweet spring flowers grew old, drooped and died ; but the perfume from the last brave blossom drifted upward to where the stary eyes of a mother robin shone through the foliage of the low-hanging beech boughs.

Then came a night when the rain fell softly and ran down in tinkling, gurgling streams over mossy cottage roofs, played with merry irreverent laughter among the cathedral arches of stately forest trees or sobbed in sweet pity over the forgotten graves—then the sleeping seeds awoke, and to the call of the rain stretched each a tiny arm.

The gray squirrel running nimbly along the crumbling stonewall stops in amazement, for where the evening before stretched the dead of brown and red gleamed thousands of emerald lances, and as the tender tints faded from the western heavens the shoots looked each to his neighbor and said, "How glorious is life."

Then came many days, bringing each new beauty and life. The forest in a million voices sang to them ; the south wind swept its balmy pinions amidst them—swift swallows drew long lines of glancing shadows over them—droning bees twined their blundering course through them, and, overhead the generous sun sent a crown of yellow gold, whose deep luster grew deeper with each coming. Life was joyous, rounded and full, and they envied not even the glory of the pale stars, but welcomed morning with a rustle of song, and the dew of night was as welcome as the sunlight. But at last came a change.

The sunlight grew weaker—the dews more chilling, the robin's nest held only feathers and broken shells, the south wind shrank before the breath of his arctic brother, and October winds drove lances of giant strength amid the sodden crowns, then they looked one to the other and said, "Ah, life is drear."

And then came the reaper, as the sharp steel separated stalk from earth, they looked upon the iron sky and leafless forest and sighed, "Welcome, oh reaper."

"COME HOME TO-MORROW, PAPA"

Half a dozen railroad conductors, running on different roads, all good friends, met in a cigar store one day last week, and smoked, and talked, and joked each other about owning the various roads they run on, "knocking down" fares, "whacking up" with the directors, etc. They are great men to "cod" each other, as the saying is, and one stylish conductor, who always dresses well had to take it pretty rough. One good natured fellow, who is a great talker, joked the stylish conductor about his diamond, and finally got sight of a little worn and dilapidated charm on his watch chain, a little tortoise shell locket with marks cut into it all over. The talking conductor said.

"O, boys, look at him? A diamond as big as a paper weight, a two hundred dollar watch and a hundred dollar chain, and a dirty, nicked, worn out, miserable locket not worth ten cents. The brotherhood of railroad conductors ought to bounce him out of the association."

The boys all joined in and said it was a shame to wear such a thing; some proposed raising a purse to get him a new one, and one of the boys was going to take hold of the miserable little charm and pull it off. The stylish conductor stepped back with a forced smile, and took the charm in his hand tenderly and seemed to caress it, and he tried to change the subject, but the boys would not allow it, when he said.

"Boys, that is of more value to me than my diamond stud, my watch, or my position. I would not part with it for all of Alex. Mitchell's wealth. I would not erase one of those little dents in the charm to save my right arm. I couldn't do it, boys."

"Oh I know what's the matter," said the talking conductor, as he punched the stylish conductor in the ribs with his thumb, "some girl gave it to him. I know how it is. A girl made me a present once of a grand bounce, and I carried the marks of it for years. Old softy, here, carries that cow-horn charm with the notches in, as a reminder of old love. Every notch represents a kiss eh, you old rascal?"

The stylish conductor turned away from the boys, ostensibly to light his cigar, but really to hide a tear that was trying to steal a ride on the truck of his eye-ball. He took his handkerchief and wiped his eye, and said something about a cinder in it, and then turned to the boys and said: "Fellows, I don't want you to think I am too soft, and as the most of you have children, I guess you won't think so if I tell you about this cheap-looking affair. I used to wear it on a silver watch chain when I was braking on a freight train fifteen years

ago. We had a little flaxen-haired girl baby, a year and a-half old, and I was away so much, leaving at four o'clock in the morning and coming home late every second night, that I did not have much time to visit with the baby, except when she woke up nights with aching gums, and Sundays. Well, boys, the little baby almost cut a whole set of teeth on that miserable little watch charm. Nothing else would seem to hit the right spot on a tooth, and she would lay awake nights to wait for me to come, and 'pap' was never too dirty for her to get in his lap, nestle up in the bosom covered with a greasy blouse, and be happy. Sundays her mother didn't have to even look at her, because she was in my lap all day. Well, one day I was up the road with a way freight, unloading some stuff at a station, the second day out, and thinking that at eight p. m. I would be home and the baby would gallop over me, when my conductor, as good a boy as ever lived, who is now a division superintendent, came along the platform as pale as a sheet, and said to me: "Boss you have got to go right home. Go get on the engine and the old man will pull her out and get you down to your house in forty minutes, and he can get back before we have this freight unloaded. Your baby is awful sick." Boys, I was so weak I couldn't lift a pound. I couldn't get on the engine without help, but we run to J. like the wind. The baby was dead when the conductor told me, and he knew it, but it was tough enough for him, poor old, pard to tell me she was sick. I found her dead, having died of convulsions in teething, and my wife frantic, while I felt as though a train of box cars had run over me, and I wished they had. Oh, what a blow that was. The prettiest baby that ever was, that I left two days before with a smile on her face that would soften the hardest heart, dead. She said: "Tum home morrow, papa, and baby have new toot." As she lay on the bed, an angel, with her lips smilingly parted, enough to show some of the little teeth that had cut the holes you see in this charm, I took the charm up and kissed it, and I said I would wear it always, and I have, so far boys, and I always will."

The stylish conductor turned his head one way to wipe his eyes, the talking conductor turned his head another way, and every blessed one of the large-hearted boys had tears in their eyes as big as the stylish conductor's diamond. They shook hands with the stylish conductor and went away. A few days later the stylish conductor missed his charm from his watch chain, when he was going away, and his wife told him she wanted to have the ring fixed that held it on the chain, and she would have it for him when he came back from his run. When he came back the boys met at his house, and after supper one of them handed him the charm beautifully mounted in gold, with only the part of

tortoise shell showing where the tooth marks of the dead baby had been made, and on the back in pure gold, was engraved the word, "Darling." The boys wanted to show that they appreciated the conductor's feelings. How often a careless remark, in a joke, will bring out a story of heart ache that makes tears flow from eyes unaccustomed to weeping.—*Pecks Sun.*

AN INCIDENT.

While corporations are voted "without a soul," and their employes are environed by "iron-clad" orders and rules, having a tendency to make them machines, frequently an occasion arises that develops the fact that, if without soul in the corporation somewhere there's a heart to sympathize and venerate the "machine" training of the employe, there is an intelligent comprehension and a ready tenderness, more effective from its very decision and grasp of the situation than untrained critics are capable of exhibiting.

What is this vast net work called — — Ry? A Corporation. Who are these daily figures going up and down, to and fro, so regularly? So called "machine" employes.

Being one of said "machines" on — — Ry., upon which line is a popular summer resort, some twenty-one miles from its trunk line I was running a train, making two "round trips" daily from this "summer resort" to the main line. The hotels were crowded, also the woods, with tents, bordering the lakes. Many ladies with their children make prolonged stops here, their husbands joining them Saturday night, returning to their business Monday morning. Here the little ones may enjoy themselves in the cool woods, along the pleasant beach. Each Saturday the returning father's heart is made glad by the look of joy and health upon the faces of his loved ones, as they greet him, that amply repays him for his week of loneliness and self denial.

One night, recently, while waiting for the passengers from No. "one" from the east, before returning to the lake, I received the following message from the dispatcher :

"F—— After you arrive at S—— to-night, come wild from S—— to R—— after Mr. M——. Bring coach with you. M—— will go to O——. Call for orders at S——. Signed, — —"

Obeying instructions, in due time, we returned to S—— where I found the following message from the superintendent :

"F—— Be ready to take Mr. M——, lively, upon his arrival, to O——. Give him as lively a run as you can, with safety, &c." Also another, saying

"Meet Mr. M——. Get him around as lively as you can. Make no delay.

Signed,

—— —."

Such messages mean something ; every "machine" knows that much. In due time we arrived at R——. Turned our engine and were ready for Mr. M——, on his arrival by another "special," over a line connecting with our road at R——.

From R—— to S—— it is thirteen miles, from S—— to O—— it is seventeen miles. Showing my instructions to the engineer, handing him his orders, and telling him the object, away we started. On board a sorrowing father and an able physician. The purpose, to save the life of a darling child at the lake, who seeking health was stricken with disease suddenly. On and on we flew, faster and faster. "A lively run," said the superintendent. Yet the engineer knew, the fireman knew, the brakeman, all of us knew how much depended upon time. "A lively run," we seemed to creep so impatient were we. Some of us were fathers. The child might be dead ere we reached him. Curves and hills, valleys and bridges were treated alike, barely touched and left behind. I looked repeatedly at my watch, impatiently, when looking to see the "mile boards," to tell if nearing S——. Suddenly the sound of the whistle proclaimed we were there. Pulling into S—— I looked and found we were fifteen minutes making the thirteen miles. Running into the office I found the agent awaiting me with more "orders" to O——. He greeted me with the remark, "You are getting him there." In a few seconds we were again off, at same rate of speed. When nearing O—— I approached Mr. M., who had sat silently all the way, saying to him, "We are going to make the thirty miles in forty minutes." His reply was, "Just about." Approaching the platform at the "Park," where we stopped, Mr. M., stretched out his hand and grasping mine, feelingly thanked me for our effort. I remarked, "I hoped the child would be found better. A man coming from the hotel just then remarked, "It's no use, no use." What, thought I corporations and machines, superintendents, dispatchers, engines, father and physicians, "no use ;" flying train and sympathizing crew, "no use," to save the life of a babe, only a babe, less than a year old "No use !" These mighty efforts, "no use." The "lively run," "no use." Father, physician, *all* "no use." We all identified ourselves with that father, and at the dire announcement, "no use," we, with one accord, replied too bad ! Not a man in the crew knew the parents, yet our hearts during that forty minute's "lively run" could feel the weeping mother's pain. Our imaginations could see her anguish, as in agony and despair, she hung over her darling, waiting for sinews of steel, nerves of iron and the powerful ma-

chinery of a mighty corporation to hurry her sorrowful husband to her side to participate in her anxious watching.

How our hearts sank at the greeting, "no use." Alas, too true was the verdict—the little one died.

In a few days another "special run" was necessary. Now, not so lively, but slower, more in unison with the sorrow that sprang from the fact that a little figure lay upon a table, tenderly cushioned by a loving father's hands, though dead, while the same machinery and mighty corporation that was invoked to save was put in motion, and was called upon to carry on its last journey the tiny bit of clay, the center of such efforts, and the nucleus of so much sorrow, and it seemed partly to belong to us. We in the line of our daily duties cannot stop (for with us time is precious) to inquire the cause of every grief. We must economize time, but may seem indifferent as the jarring whistle drowns the tolling bell while we pass them by. Pressing time makes us economize it. But let occasion arise legitimately within our sphere for our consideration, and no tenderer men or more sympathetic souls exist than these same corporations with their machine drilled employees.

S. E. F.

STOLE A FLOWER.

An old woman, with long gray hair, stepped forward when her name was called, and confronted the police judge.

"You are a very old woman to be in a place of this kind," said the judge. "What is the charge against her?" turning to an officer.

"Stealing a pot of flowers, your honor."

"Who made the complaint?"

"I did," replied a man, stepping forward. "I know that it looks hard to have such an old woman arrested, but I am a law-abiding citizen, judge, and I don't intend to be imposed upon. This is the way the whole thing came about. I keep a large flower depot. Day before yesterday this woman came into the store, and when I asked her if she wanted to buy anything, she shook her head. Just then a customer came in and I paid no attention to her, but after she was gone I discovered that a pot, containing a fine geranium was missing. I know she took it, and what she wanted with it is more than I can tell. If she had stolen something to eat or wear it would have been a different thing."

The old woman looked up and said:

"Judge. I stole the flower."

"Didn't you know it was wrong?"

"Yes."

"Was the temptation so great that you could not withstand it?"

"There was no temptation. It required more of a struggle to take it than it would have required not to have taken it."

"This is a very singular occurrence, madam. Tell us all about it. Don't think that you are among those who desire to see you punished, and rest assured that I will stand by you. Law or no law, it makes no difference. There is court in the human heart, old woman, whose decrees go farther and are nearer to justice than the written declaration of any tribunal,"

The old woman again looked up. Tears were in her eyes, but with the corner of the old black shawl, drawn around her shoulders, she wiped them away.

"Oh, sir," she said, "to make you understand why I took the flower might be a story too long to tell in a court, and it might be out of place to tell it anywhere to strangers, but as you have spoken so kindly I will tell you. Years ago, I lived in this city. My parents were well situated and I was carefully reared. I married a man whom everyone recognized as an elegant gentleman, but to me he proved to be a drunken brute. At last he took our little boy and went away, I know not where, leaving me with a baby just two months old. My parents had died and I went out into the country and changed my name. I worked for a living, heart-broken as I was. One day my little darling was taken ill. I took her in my arms and started towards town, where she might have the proper medical attention, but she seemed to grow worse. At last I knew she was dying and I sat down under a tree. I held her to my bosom a long time, for she shivered, and when I looked into her face again she was dead. A man who lived near by made a coffin, and I buried the little girl under the tree where she had died. Then I went away, I know not how, and began a long search for my husband, not that I wanted my son. I must have gone crazy, for I was seized one day and taken to a mad house. How long I remained there I don't know, but I could see that I was much older looking than when I went in. From time to time I implored the keeper to let me out, but he refused. About a month ago I saw an opportunity and escaped. I was not mad, for when again under the clear sky, the memory of my troubles were as fresh as though but a day had passed. I turned, after much inquiry toward my native place, and a few days ago arrived here, but did not stop until I had found my way to the little grave under the tree. I had carried stone and built a little wall around it, but briars and bushes had grown up so thickly that I could hardly find the place. I cleared the briars away and came to town. While passing along the street I saw this man's flowers. I stole a geranium pot, and it now sits on the little child's grave."

The flower dealer had sunk upon a bench. "Great God, judge!" he exclaimed, springing up, "The woman is my mother!"—*Arkansas Traveler*.

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

Right of Way—Damages.—An award of damages, under the statute, for right of way for a railroad, embraces only those damages which may reasonably be anticipated upon the assumption that the road will be built and operated with due care and skill, and with no unnecessary injury to property outside of the right of way.—*Burlington & Missouri River Railroad Company v. Schluntz*. Supreme Court, Nebraska, July 11, 1883.

Removal of Station—Injunction.—Complainant filed a bill in which it was alleged that the defendant company established one of its regular depots at Hall's at the completion of its road in July, 1882, and used it as such from July 10 to October 15, 1882, during which time all its trains stopped to receive and discharge freight and passengers thereat. On October 15, 1882, the company opened and established another depot about three miles distant from Hall's which it entirely abandoned, and since that time has not been recognized as one of its stopping places. An injunction was asked to prohibit defendant from allowing its trains to pass Hall's without stopping as at other stations or depots on the road. Held: that as the injunction asked was of the mandatory class which although prohibitory in form, works a change in the existing condition of things it will not issue under the Tennessee chancery practice upon a mere interlocutory or preliminary application.—[*Hall v. The Chesapeake & Ohio Railroad*. In Chancery at Ripley, Tennessee, July, 1883.

Competing Lines—War of Rates.—Courts should not interfere for the purpose of preventing any reduction of rates which results from competition between rival railway lines. If, as a result of the struggle for business between such competing companies, they voluntarily offer to carry, either for the public generally or for connecting lines, at less than a remunerative rate it is their own business. They are not obliged to carry for less than a fair and reasonable rate, and if they voluntarily do so for the purpose of outstripping a rival, they cannot complain of those who avail themselves of the low rates offered. It follows that if the defendant has done nothing more than to avail itself of the low rates offered to it as a result of the struggle for business between complainant and the Denver & Rio Grande company, then there is no cause for relief against defendant because of its action in this regard either in

this proceeding or in any other. From the consequences resulting from a war of rates merely, and from a struggle with a rival company to secure business, the courts cannot relieve.—[*The Denver & New Orleans Railroad Company v. The Atchison, Topeka & Santa Fe Railroad Company. U. S. Circuit Court, District of Colorado, June 22, 1883.*

Shipment of Live Stock—Contract.—A contract for the shipment of live stock which stipulates that in case of accident or delay from any cause whatever, the owners and shippers are to feed and water the animals does not obligate the railroad company to perform such service in all other cases except unavoidable delay.

Defendant in error shipped a car-load of horses from St. Louis to Stanton, Tenn., in December, 1879, under a contract made with the St. Louis and Cairo Short Line railroad, and brought suit against the plaintiff in error as one of the connecting lines to recover damages for injury sustained by the horses and also an amount paid for feeding at Milan, Tenn. The contract to ship contained the following among other stipulations: "And if it is further agreed that in case of an accident to or delay of train from any cause whatever, the owners and shippers are to feed, water and take proper care of stock. And it is further agreed that while the said contracting companies' employes shall provide the owner or person in charge of the stock all facilities in trains or at stations for taking care of the same, the business of the said contracting companies shall not be delayed by the detention of trains to unload and re-load stock for any cause whatever."

The trial court charged the jury in substance that in all cases except of unavoidable delay, accident or collision, the railroad companies were by the contract of shipment obligated to feed and water the stock.

On appeal Held: Error. The terms of the contract only provide that the owner or shipper shall feed, water, etc., in certain defined emergencies, and do not stipulate that in all other cases the carrier shall do so. The latter is a question to be determined from all the facts of the case and is not in terms provided for in the written contract for shipment. Reversed.—*The Louisville & Nashville Railroad Company v. Trent, Supreme Court, Tennessee, April Term, 1883.*

Negligence—Employe as Passenger.—Where a railroad company undertakes to carry to and from his work, without payment of fare, in order to retain his services, such work man is to all intents and purposes a passenger carried for compensation made by him.

Plaintiff brought an action for damages for the death of her husband alleged to have been caused by negligence of the employes of defendant company. The company had removed its shops from Rochester to Buffalo, and Gould, the master mechanic, testified that it was for the advantage of the company to

have the men who had worked in Rochester go to work in Buffalo ; and an arrangement was made with them that they should be taken to Buffalo on Mondays and brought home on Saturdays in the cars of defendant company. A passenger car, called a shop car, was put on the train for the men's use, but other persons who paid fare were permitted to ride in it. The men were not required to pay fare, but "they were docked in their time that they were on the train." The deceased who had been foreman of the tin shop did not go with the other men at first, but afterwards applied for his former position, which was given him, and he was told he would be passed with the others in the shop car. No pass was given to deceased or the other men, but a monthly pass was issued to Gould for himself and the men. The pass was never in possession of deceased nor does it appear that he ever saw or knew its contents.

The trial judge refused nonsuit to plaintiff, and directed the jury to answer certain questions, under which they found that: (1) Deceased was not at the time of the accident, a servant of defendant; (2) he was not riding as a free passenger; (3) he was riding as a passenger for compensation or consideration, direct or indirect. Verdict for plaintiff. The judge received the pass in evidence, but sustained plaintiff's objection to defendants, reading in evidence the following endorsement upon pass: "In consideration of receiving this ticket, the person who uses it voluntarily assumes all risks of accidents and expressly agrees that this company shall not be liable under any circumstances, whether by negligence of their agents or otherwise, for any injury to his person; * * * and that, as for him, in the use of this ticket, he will not consider the company as common carriers or liable to him as such." On appeal Held: No error. The testimony authorized the jury to find that as the arrangement secured to defendant a continuance of the skilled and experienced workmen, which it could not have retained in any other way, defendant, in consideration thereof, undertook to carry them from their homes to their work and back with payment of the usual fare. And upon that finding the jury were warrant in the conclusion that deceased at the time of the accident was being carried as a passenger for compensation made by him *Russell v. Hudson R. R. Co.*, 17 N. Y. 134; *Blodt v. N. Y. C. R. R.*, 18 N. Y. 432; *Ross v. N. Y. C. & H. R. R. Co.*, 4 Hun. 488; affirmed, 74 N. Y. 717; 10 Cush. 288; 14 Gray 454, distinguished. The contract could not be changed without consent of the intestate. The offer to read the endorsement on the pass was an attempt to inject into the contract that which formed no part of it. Judgment and order affirmed.—[*Vick, administratrix v. New York Central & Hudson River Railroad Company. Supreme Court, New York, General Term, 1883.*]

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month.

C. S. WHEATON, Editor.

GRUMBLERS.

It is a notorious fact that among men in railway service there are an unusually large number that are familiarly termed *kickers*, and they as a class are found in all grades of the service, from the highest to the lowest. It matters not whether it rains or snows, is warm or cold, it is all the same to them. They growl at the train, the engine is bad, the train is heavy, the superintendent is incompetent, the train master is a rascal, train dispatchers are ignorant, and to sum it up, there is nothing right, not even themselves, who are the farthest wrong of any. Now, let us look the matter squarely in the face for a moment and we will commence up head. Superintendent calls in a conductor and engineer for some violation of rules, and the first words he utters he calls them *fools*, and informs them that they don't know anything, and at the end of the tirade discharges both and informs them that they cannot work another day for the company, and the conductor quietly asks what they are discharged for, and here comes the first reference to the offense, and after an explanation of five minute's duration they are told to go back to work as usual. What kind of discipline will this service have with such *kickers* at its head?

No. 2. Conductor has orders to take out two cars at two separate stations and place others in for loading. He turns and solemnly declares that he won't do it; that every one in authority is trying to abuse him, and he in turn abuses every one he can find to abuse, and ends by taking the cars, doing all the work and the fault-finding extra. He intended to all the time, but he must *kick* to let people know that he was the conductor of the train. And there are also a class who are always afraid some one in the service will get a better train than they, and all the hard names in the vocabulary are used should their neighbor be preferred in the least, whether such preferment is detrimental to them or not.

No. 3. Engineer is informed by his conductor that he has orders to take out cars, and the usual "I can't pull them," often is made more emphatic by "I

won't, when he, like the other employe above cited, fully intends to do his best all the time. Sometimes one will be found that will not try to assist in doing work ; but we are glad to say they are few and far between. This calls to mind the reply of a green brakeman to one of our engineers who had remarked that "he would not pull another car." Dick said, "Well, John, you needn't try, but just make the old 53 do it. I think she will," and she did.

No. 4. Fireman—There are fewer perhaps of the class above referred to among our firemen than any other, or perhaps they do not develop as soon as others, at least but few cases have come under our notice. We have seen occasionally one that was an habitual faultfinder. We now come to the champion portion of the service, brakeman, and we think we ought to know for we were one once ourselves. Well, boys let's sit down with our feet on the stove and chat awhile. "What time did you get in Jim?" "On time ; but we wouldn't if we hadn't run 'em like the d—l down every single hill. You ought to have seen us come down the mountain. Old Rob whistled brakes more'n twenty times, but we never set one. Well you know its the only way we could ever get over the road. Jim puts off so much time at stations, fooling round, and Rob's so slow when he's running that we've got to do something or we would never get in. Jim's got a new idea since he went off the track over at C, and he makes us look over the train at every stop. Why, he's the worst old granny I ever saw, and I don't believe he knows enough to run a wheelbarrow." Another, "Wonder where Wheeler is? Oh, I suppose he is up round that telegraph office, putting up some scheme. Wonder if he's trying to get out of here ahead of us ; just like him ; that fellow is as treacherous as an Indian. Wonder what engineer we have back. Hope it won't be Bill Jones ; that man don't know enough to go home when he gets in ; he's more capable of running a cook stove than an engine," and so it goes.

Reader do not think that these are the only kickers in the service for we find 'them among all classes, clear down to the foot. We once knew a station agent who shipped about a ton of freight a month, who, after train men had taken the consignment of goods from the car and put them over one track across an eight foot platform, placed them in the freight house, made a great kick because six boxes of clothespins were not piled up. We expect to hear him kick before long because he has to breathe ; but such is life, and to those who have been there it all looks simply ridiculous ; and we are asked again and again if there is need for our railway societies, and can only say, right here, that our railway societies are doing more to break up this, one of the

worst things that enter into our service, than all companies could accomplish in double the time. There are classes we can reach only by example, and and we believe all ought to be willing to learn, even should the teacher be his inferior in rank in the service, and all know there is need of a reformation; it will be accomplished with all who are within the lines of our societies, and when overcome it will make others appear so unnatural and ungentlemanly that they will make haste to follow their superiors in one sense if not in another.

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GALESBURG, Ill., September, 1884.

To the Officers, Delegates and Brothers of the 17th Annual Grand Division O. R. C., to be held in Boston, October 21, 1884 ;

DEAR BROTHERS—Before the issue of another Monthly the 17th Grand Division of the O. R. C. will have been held, and if each member has performed his duty great and beneficial results will have been accomplished. A few questions will be in order for each one to answer. The officers of the Grand Division will be expected to present a report showing great results the past year, for there are many who have worked hard and given freely of time and money to advance the cause which all profess to love, and from what little I know of the work accomplished by them I am proud to say, it has been done in such a manner that I trust all will feel a just pride at the result of their labors, and as you, each and every one, have lent an assisting hand to their honest endeavors, you have the right to enquire into their stewardship; and if any have been sluggards in the work, or worse than that, turned the cold shoulder to their best endeavors, it ill becomes such members to exact too much where nothing has been given ; but above and beyond this view of the situation, there will, undoubtedly, be a few chief conductors of different divisions, that when asked, have you toiled and worked with your whole strength and the few gifts God has given you to advance the interests of your division ? Has a goodly number been added, during the past year ? Have you borne patiently the cares and trials which may have gathered around you, in and out of the division room ? Have you exerted yourself toward the furtherance and building up of the insurance ? Have you all fulfilled the pledge given at the last Grand Division, that you would work, heart and hand, for the success and elevation of the Conductors' Monthly, and not only paid your dollar and twenty-five cents but kindly invited others to do likewise, and above and beyond all, spoken a cheerful word, so that it might fall on the ear of its editor, that he was giving you a periodical that is not only good and worthy, coming as it does from this Order, but, also, one which holds a respectable position

among the many which meet your eye in this age of the world? Have you, when a brother has fallen by the way or been the recipient of bad luck or misfortune, such as may overtake you at any hour, sent for that brother, asked him to kindly tell you the truth, and then exerted all your influence and asked the same of every member of your division, and, if need be, gone to your employers and kindly entreated them that justice be done that brother; not alone because he was a brother, but thus fulfilling one part of your duty as a chief conductor? Have you treated every one alike, the passenger the freight, the gravel train conductor, and when they have met you and looked you in the eye have all had the confidence that you are what you are represented to be on the list of officers, not as a chief conductor, but a "fellow being." One that can enter into and see the wants and wishes, the desires and the needs of every member of his division, and has a heart that goes out beyond the selfish recesses of his own body and willing to take in the misfortunes and misgivings of those who so often need a friend and a brother? Have you searched around and enquired if any were sick, in affliction or in needy circumstances? And beyond all this, have you endeavored to convince your own and the families of these brothers of your own division that there was real goodness in the O. R. C. as a society, that the husbands and fathers were becoming better men, better citizens, better members of society? Have the different railroad companies been able to see that a deeper interest is taken in our labors, and are they looking upon our actions to-day as on a society, working together for the good of the employe and the employer. No one knows as yet how much good may come out of the right and proper developement of the glorious purposes of this brotherhood, until we all learn to live in accordance with the obligations we have promised to observe and live up to? Study all you may, learn it as best you can, preach it in public, practice it alone, and still it will be at the end of a long and faithful life when you will feel that you have ever learned fully the duty you owe or practiced the precepts contained in those few pages. And there may be not a few members of these 150 divisions who may have a few answers to give. Have you extended to your officers the help and assistance they have a right to expect from you? Ever earnest and steadfast in trying to advance instead of hindering the work laid out for each and every one of you to do? Some day the mantle will fall on you, and then, if never before, you will see the need of every member doing all in his power to assist in the pleasant and profitable working of your division. But whoever may be there, from the weakest delegate or visiting brother, to the Grand Chief Conductor may each and every one

come to Boston resolved in his own mind with heart, soul and body to work earnestly and hard for every plan and every law which, after careful consideration, has been given them, for not only the advancement but the perpetual and lasting efficiency of the grand principles as set forth in the teachings of the O. R. C. If every one will do this, and I trust they may, there will be no fear of the good results which will be accomplished at this grand meeting held in one of the most prosperous years within our remembrance, and let every one work hard and feel it a personal duty to try in every proper manner to build up and improve in every way the prosperity and goodness of the O. R. C., and no one will work harder or more zealously to bring about such glorious results than your unworthy brother, E. H. BELKNAP.

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PORT JERVIS, N. Y., September, 1884.

BROTHER G. C. C. WHEATON—*Dear Sir*: By your wish and authority I left Port Jervis at 12:50 p. m., on the 13th inst. for Providence. R. I., arriving in New York at 4:30 p. m., where I took the steamer Massachusetts for Providence at 5 p. m., arriving in Providence at 6 a. m., on the 14th, where I was met by Bro. A. Murphy, of Division 54 and Bro. John McCarty of Division 122. I was glad to meet the brothers, as I felt like a cat in a strange garret. I was taken to the Central Hotel. After partaking a good solid breakfast we repaired to North Star Hall at 9:20 a. m., where we were met by Messrs. (now brothers) Kelly, Peckham, Warfield, Murphy, Wilber, Henderson, Flagg, Enchas, Cates and Kiernan. At 10:20 a. m. we commenced the work of organization. After obligating the ten members and instructing them in the work of the Order by communication. I appointed three tellers, and they proceeded to elect their officers, as follows; C. C., Orrin W. Kelly, of No. 270 Church street, Providence; A. C. C., George D. Wilbur; S. & T., Thomas Peckham, No. 7, Pettis street; S. C., John Murphy; J. C., Frank L. Warfield; I. S., W. H. Henderson; O. S., John T. Kiernan; Delegate to G. D., Charles Flagg, alternate W. H. Henderson, all of Providence. After which I proceeded to enstall with Bro. A. Murphy as marshal. After installation took a recess for half an hour; Bro. Peckham had prepared a large pot of coffee and a nice lunch, which was highly appreciated by all. At 2 p. m. Providence Division, No. 149, was opened in due form when C. Howard presented himself for initiation and promotion, making the eleventh charter member. The division was reduced to first degree and Mr. Howard was initiated and instructed in the first degree as best we could, after which the division was raised to second degree and Bro. Howard promoted and instructed in the second degree. They

were all very much interested, and we gave it to them as strong as possible, and they seemed to have it well impressed on their minds, and all took great interest in the work and seemed to feel well pleased. I desire to thank Bros. Murphy and McCarty for their kind assistance on the occasion. We did not leave the hall till half past six p. m.—all very tired but well pleased with the days' work. After reaching the hotel we felt like taking a hearty supper, which we enjoyed. At 9:15 a. m., Bro. Murphy and myself took seats on board of the N. E. train for Fishkill, on the Hudson, Bro. Murphy stopping at Hartford; I arrived at Fishkill at 5 p. m., in time to catch my own train at Greycourt, arriving home at 8 p. m. pretty tired.

Hoping this will be satisfactory. I am most respectfully yours in P. F.,

F. ROSENKRANS, Special D. G. C. C.

ORDER OF RAILWAY CONDUCTORS.

IRA C. SHERRY DIVISION ESTABLISHED IN EASTON.

Yesterday was a red letter day for the Order of Railway Conductors in this country, as six divisions were instituted in different places, viz, at Fitchburg, Mass., Providence, R. I., Utica, N. Y., Conneaut, Ohio, Chattanooga, Tenn., and at Easton. It is in the last division that we find particular interest. The morning trains down the Lehigh Valley railroad brought a large number of well known conductors, including C. S. Wheaton, of Elmira, editor of the *Railway Conductors Monthly*, and the Grand Chief Conductor of the Order. At 10 o'clock in Odd Fellows hall, Mr. Wheaton instituted the division in Easton, assisted by the following: A. J. Philips, of Milwaukee, Wis., Division No. 46; John Dent, of Sylvania Division, No. 23, of Catawissa; Samuel Phipps, W. Case Hulsizer, W. Frazer, E. Barber, Charles Getzinger, P. J. Sheffler, S. Henshaw of Delaware Division, No. 37 Ira C. Sherry. H. J. Seigfried, John McMullen, Theodore Richards, of No. 9, Elmira, N. Y., Wm Hibbler; Edward Meeder and Nelson Doty, of New York city Division, No 54.

The division was named Ira C. Sherry, No 147, Order of Railway Conductors, and the following officers were installed:

Chief conductor, Genther Parks; Assistant chief conductor, Thomas Callahan; Secretary and treasurer, J. D. Johnson; Senior conductor, P. B. Carey; Junior conductor, Wm Keener; Inside sentinel, John Mahan; Outside sentinel, Charles Martin; Delegates to grand division, Genther Parks; alternate, John Mahan.

Besides the above officers, the charter members embrace the following well-known conductors: James Johnson, Samuel Mount, J. E. Ebner, H. E. Morris, Harry Riddle, John Hartzell, M. L. Parks, Edward Garrecht, Charles F. Terry, Edward Sunderland, Peter Steiner, Wm. Hughes, W. J. Murphy, John Lyman, Robert A. Stout, Wm. Deterline, Oscar Watterbor, H. Drumbors, Charles Youngkin, Wm. Braishaw, Charles Eaton, George Fennicle, John F. Huges, Adam Keiper, W. H. Adams, P. P. Gulick, Frank Rundio, C. K. Marsh, Theodore Kinney.

After accomplishing the preliminary steps, the new division and its guests, fifty odd in all, repaired to the Gerver house, where a most excellent dinner was served, "mine host" having done his best for the occasion. The conductors proved that they appreciated good things and partook with a relish of all that was placed before or near them. The important part of the day's program over, the lodge room was again sought and Grand Chief Conductor Wheaton made a few remarks relative to the nature of the Order, the object, the work to be done and the line of conduct as regards the Order to be observed by the members. He was particularly pleased with the new division—which takes its name from the well-known conductor, Ira C. Sherry, and congratulated the members on their bright prospects. The average number for charter members is twenty five and this division has nearly one half more. It embraces some of the best and most widely known conductors on the lines centering in this community, so far as they are not connected with other divisions, as our readers will observe in the list of visitors above.

The Order in the United States is by no means small though in Easton has not had a division before. There are now 149 divisions in the country with a membership of 6,000, comprising passenger and freight conductors only. A fine Monthly edited by Mr. Wheaton is maintained by the Order. The strongest division is Kaw Valley No. 55, of Kansas City, with 175 members, and while there are divisions in all but three or four states, the stronghold of the Order seems to be in New York, Illinois, Iowa and Ohio. Pennsylvania has nine divisions, and their particular feature is their strength and their solid, substantial men. The Order admits no one who has been a conductor less than year and who is not temperate and honorable. Among its members are some of the best known railway men of the day. The object of the Order is to promote a friendly feeling among conductors, elevate their standing as men, socially, morally and intellectually, and to secure such other advantages as flow from secret orders of this kind. There is a beneficial or insurance system connected with the order.—*Easton Free Press*.

CHATTANOOGA, Tenn., August, 1884.

C. S. WHEATON, G. C. C., O. R. C.—*Dear Brother*: "Stanton" Division No. 139 was to-day organized at Cleveland, Tenn. The special session was called to order at 8:45 p. m. by your deputy. The following were then obligated and instructed by communication: C. L. Stevenson, C. H. Seward, B. J. Large, B. H. Popham, J. D. Riggs, W. E. Russell and F. F. Starr. C. A. Willis and J. C. Land were initiated and instructed in the first degree. The division was then raised and the two last named initiates were regularly promoted and instructed. The division was then instituted and an election of officers was held; the following were elected and installed, Bro. Woods, as Marshal: C. C., W. E. Russell, address Cleveland Tenn.; A. C. C., B. J. Large; S. & T., C. L. Stevenson, box 218, Cleveland Tenn.; Sr. C., J. D. Riggs; Jr. C., J. C. Land; I. S., B. H. Popham; O. S., C. A. Willis; Correspondent, C. L. Stevenson; Delegate, J. D. Riggs; Alternate, C. L. Stevenson.

Name of division, "Stanton," No. 139; the time and place of meetings to be hereafter designated. Those on the petition not present were, John L. Schultz, M. Estes, Rob't Barber, D. F. Land, R. J. Yearwood and E. L. Nelson.

Bros. T. H. Woods and Richard Morgan rendered valuable assistance, both having attended their own meeting in Nashville last night, Bro. M. coming from St. Louis for that purpose then, at the suggestion of the Division No. 139, came with Bro Woods to assist at 139. Both have my sincere thanks; it shows they are in earnest in the work. All of which is respectfully submitted by, yours as ever in P. F.,

L. R. CARVER.

ELMIRA, September 16, 1884.

C. S. WHEATON, G. C. C.—*Dear Sir and Bro.*: As per your order I left Elmira September 13, for Fitchburg, Mass., where I found sixteen conductors waiting to be organized into the glorious Order of Conductors. The special session was called to order at 11 a. m., Sept. 14th when fourteen members of the charter list were obligated and instructed when a division was regularly opened, then reduced to first degree and two candidates were initiated and instructed; the division was then raised to second degree and the two brothers were promoted and instructed in second degree. I must say that Smith Division, No. 146 is composed of as fine a body of men as we have in the Order. The division was named after Mr. E. A. Smith, train dispatcher, Fitchburg railroad. Too much cannot be said in favor of the officers of the Fitchburg railroad in encouraging their men to join our Order.

The following were elected and instructed as officers, to hold for one year: C. C., A. W. Kannan, Fitchburg, Mass.; A. C. C., F. W. Barnes; S. & T., L. P. Allen, Fitchburg, Mass.; S. C., E. F. Bates; J. C., S. W. Kimball; I. S., H. P. Jones; O. S., A. S. Bristol. Time and place of meetings given later.

Six brothers took the insurance. I was ably assisted by Bro. H. E. Cronin, chief conductor Boston Division, No. 122.

Yours in P. F.,

C. A. MILLARD.

ELMIRA, 1884.

C. S. WHEATON, G. C. C., DEAR SIR:—Agreeable to your order I repaired to Utica, N. Y., on the 13th inst., armed with a dispensation to organize a division of the Order at that point. Sunday, the 14th inst., by a special session of the Grand Division with the following brothers acting as officers: C. A. Wood, D. G. C. C., of Division No. 9; J. M. Evans, A. C. C., Division 43; C. T. King, S. and T., Division 45; L. H. Grover, S. C., Division 43; W. T. Eldridge, J. C., Division 43; J. O. Evans, I. S., Division 56; H. D. Tuttle, O. S., Division 71.

The following charter members were obligated and instructed in the 1st and 2d degrees: John Excell, Geo. Kincaid, H. L. Jones, Tracey D. Shaw, W. J. Morris, F. H. Parker, L. D. Eastman, D. P. Francis, J. F. Evans, E. Francis, Wm. Tappley, Phil Roberts, John Unser. Wm. Tewksbury and J. P. Smith presenting themselves were duly initiated in both degrees.

Kincaid Division No. 148 was duly constituted and the following officers elected and installed, John Excell, C. C.; John H. Unser, A. C. C.; T. H. Parker, S. and T.; A. Francis, S. C.; Levi D. Eastman, J. C.; J. P. Smith, I. S.; Tracey D. Shaw, O. S.; Wm. Tappley, correspondent for Monthly; Geo. Kincaid, delegate with Chas. T. King, of Division 45, alternate delegate.

We desire to return our sincere thanks to brothers L. H. Grover, J. M. Evans, W. T. Eldridge, of No. 43; Chas. T. King, of No. 45; J. C. Evans, No. 56, and H. D. Tuttle, of No. 71. for their valuable assistance. All of which is respectfully submitted by
Yours in P. F., C. A. Wood.

ASHTABULA, Ohio, 1884.

DEAR BROTHER WHEATON:—I have the honor of reporting to you the organizing of Nickel Plate Division, No. 145, at Conneant, Ohio, yesterday, the 14th, with thirteen charter members, viz.: E. Zeigler, W. J. Will, C. A. Kidder, C. E. Waterman, G. R. Oyster, E. Phillips, N. Lavender, G. C. Kingen, W. H. Ball, B. F. Webster, W. J. Clark, T. Foran, John Donlin; all present except the last three named. The following brothers were present: R. A. Campbell, Division 20; A. Murphy and A. Mahlan, of Division 134. At the election the following officers were elected and installed: C. C., W. H. Ball; A. C. C., W. J. Clark; S. and T., E. Phillips; S. C., C. A. Kidder; J. C., N. Lavender; I. S., W. J. Will; O. S., C. E. Waterman; correspondent for Monthly, W. J. Clark; delegate, E. Phillips; alternate, W. H. Ball. The work was exemplified on brothers G. R. Oyster and B. F. Webster.

They meet on first and third Saturdays at 7:30 p. m., in G. A. R. hall, Main street. This division is composed of good material and has come to stay. The brothers who so kindly assisted have our thanks. Too much credit cannot be accorded Brother Bycraft for his untiring work in this section of the country. You will hear from me again soon from another point.

Ever yours in P. F.,

O. N. POMEROY.

YARD MASTERS' DEPARTMENT.

All matter under this head must be in the hands of the editor on the 15th of each month. We respectfully solicit correspondence; make all articles brief, pointed and as interesting as possible.

—William Bates, formerly at Canandaigua, is now general yard master at East Rochester for the N. Y. C. & H. R. R.

—E. S. Dutton is again in charge of the Northern Central yards at Canandaigua. C. E. Cooley is confined to his home, having been prostrated by the heat on September 10th.

—J. C. Catlin of Jersey City, Vice President of the Y. M. B. A., is proving that the selection was a wise one. He is doing much to build up the association in his neighborhood. We understand he now has a division at Jersey City with nearly 50 members and that many other points are being made ready to establish divisions.

—We had a pleasant visit with Brother J. C. Campbell a short time ago at his home in Derry. We were greatly interested in hearing him give facts in regard to the progress of the Y. M. B. A., and his whole-hearted expressions in regard to its future, stamping him as a man well worthy the confidence reposed in him by the choice of the convention at Atlanta and we can safely say that if the rank and file of the association give him the support he deserves, the association will surpass any prediction made during the year.

Grand Secretary Sanger will leave home early in October and visit the east in the interest of the association, stopping at Cleveland, Erie, Buffalo, Rochester, Syracuse, Albany and Boston. Mr. S. informs us that the association is already organized in thirty states and six territories. The gain in membership since the Atlanta convention has been nearly 200, an average of thirty-five additions each month. This average can be doubled if each member will go to work. Each has his influence and if exerted will do something and you must stand on one side or the other of the line. You are either working to help it along or by your silence you are retarding its growth. Which is it? We regret to say that there are members of some of our railway secret societies that attend our Annual Convention and if any measure prevails that they are opposed to they go home and continue to do battle for their own ideas all the year, endeavoring thereby to detract from the standing or carrying out of the measure. Whether it be beneficial or not they are so narrow-minded that they are not willing to wait and see what the outcome of the measure may be, but it *must* be wrong because *they* think so. Now we want to ask this class if any there be in the Y. M. B. A. to at least consider your neighbor gifted with common sense and a small share of good judgment and if you do that you must admit that you are as liable to be wrong as he, and do not censure him too hard until his idea and that of the majority are proven to be wrong. We are pleased at the interest taken in the Monthly by the members and we will be glad to help in every way we can to make it just what all yard masters want, a good, reliable insurance among their own class.

RAILROAD DEPARTMENT.

The contract of the Pennsylvania Railroad Company with the Pullman Palace Car Company expires in January next. In the meantime the former company is building some experimental palace cars at its Altoona shops, to take the place of those that will be discarded with the expiration of the Pullman contract a renewal of the contract is not satisfactory made. While the Pullman company may loose by the expiration of some of its old contracts, it is gaining in the completion of new. It recently entered into a fifteen years' agreement with the Canadian Department of Railways for service on the Intercolonial Railway, and it stated that the present agreement with the Grand Trunk Railway, which ends in August next, will be extended for a further term of five years.—*American Railway Journal*.

ELECTRIC HEADLIGHTS ON LOCOMOTIVES.—AN electric headlight is highly desirable. The lamented Du Moncel said "In the tests made on the Northern Railway (of France) the luminous rays permit of distinguished building, bridges, etc., at 400 and 500 meters (1,312 and 1,640 feet), the visibility of signals is not altered, and the train thus signalled can be seen at more than 1,500 meters (4,921 feet). It is easy to understand, after these results, how much a simular system could add to the safety of night journeys, since the train itself will always signal its presence at a distance more than sufficient for those coming to meet it, or following to close, to stop in time. In cloudy weather the signal, reflected by the clouds, could be perceived still further off, and one could, even by eclipses arranged on a code, send signals which could be as well understood as a telegraphic dispatch. These signals, besides, could be produced equally well without such reflections, and could be simplified by the interposition of colored glass disks." It is certain that the ability assured an engine driver to light up the track to a distance greater than that necessary to use the power brake, contribute in itself an advantage not to be over-looked.

In Austria a recent ministerial degree perscribed this mode of lighting on all trunk lines and recommended it for all lines. In France, It seems that the electric headlight would blind the employes at the stations, and the public feared false switches, etc., and all sorts of accidents.—*American Railroad Journal*.

"SUN KINK" IN THE TRACK—It was reported the other day that a train on a Canada railroad had been derailed by a "sun kink in the track." A Milwaukee *Sun* reporter undertook to discover the exact definition of a sun

kink. Several railroad officers and manufacturers of rails were visited without discovering anybody who had ever heard of a sun kink. Men with an experience of twenty or thirty years in the business had never heard of the term. One old railroader said: "I thought I had heard of all the technical terms in railroading, but I learned something new the other day. I was on a train with some English railroad men, when suddenly the train stopped. One of the Englishmen went out to learn the cause. On his return he said, "Oh, its nothing but an ot ob." I had never heard of an ot ob, and it took me some time to discover that what he referred to was a hot hub, or what we call a hot box or heated journal. Now this sun kink may be something very well known here under another name. It is well known that rails are often bent or kinked by oil conflagrations, or even forest fires. The danger of setting rails too close together is well known. It is usual to allow from one-quarter to half an inch between the ends of rails, so that there shall be room enough for them to stretch when heated. This accounts for the jolting that is noticed on most railroads as the wheels pass over the ends of the rails. You can count the number of rails when the train is moving slowly. If it were not for this allowance of space between the ends of the rails the expansion would bend them out of place and tear out the spikes. It is possible and probable that what is called a sun kink is a bend in the rail, causing the track to spread out wider, owing to the ends having been set too close together. The expansion must be caused by the heat of the sun, and the kink must be the only available way of disposing of the expansion. It is quite probable that, owing to the climate, the Canadians are not likely to be so much on their guard against rail expansion as we are in warmer latitudes."—*Railroad Herald*.

MEDICINE HAT, August, 1884.

EDITOR OF R. C. MONTHLY—*Dear Sir*: An American once remarked that "they dare not run fast on English railways, for fear of running off the Island." By the figures below, they must run pretty fast to keep out of each other's way.

The annual report of the Railway Guards Universal Friendly Society presents some facts which are well worthy of public attention. During 1883 there were no less than 367,660 persons employed in the United Kingdom, on 18,668 miles of Railway. The total number of miles run over by all trains amounted to 269,000,000, of which 139,000,000 were covered by passenger

trains, and 129,000,000 by goods and mineral trains. The former carried 180,000,000 season-ticket holders and 683,000,000 other passengers, first, second and third class; while the latter conveyed all over the country 265,000,000 tons of minerals and general merchandize. To give an idea of the vast number of trains required for the accommodation of the passengers referred to, we may simply state that no less than seven hundred and fifty trains enter Cannon street station, London, every day, and that on the Derby day of 1883 no less than 1,023 trains passed through Clapham Junction. One train in every four minutes passes the Walford Junction of the London & North Western railway. Alongside of these extraordinary figures it is extremely gratifying to be informed that the number of fatal accidents on our railways are decreasing every year. In 1849 one of every 4 3-4 millions of passengers in England, Ireland and Scotland were killed; while in 1883 only one in nearly sixty-two millions met with a violent death.

It has been computed that more than two hundred persons are killed every year in the streets of London, while last year only eleven persons came to their death on our railway lines, through no fault of their own. Railway guards, of course, are exposed to special danger. We are pleased to see, therefore, that friendly society, which was founded thirty-five years ago, now numbers 2,200 members, drawn from every railway in the kingdom. It provides pensions for widows and orphans, makes temporary provision in case of sickness, and permanent provision in case of total disablement. One member, for example, has received £39 a year for twenty-six years, making a sum total of £1,005. Another member has received £475. Widows and orphans are paid £13 each a year—the former for life and the latter until they are 14 years' of age.

An illustration of the sick relief is presented in the fact that, in addition to permanent claimants, 142 sick or injured members are assisted every week, and that the expenditure under this head amounts to £6,000 a year, of which £2,000 represents permanent payments. These figures are reliable in every way, and may prove of interest to many "guards" on our American railways. It also shows the "go-ahead-iveness" and energy displayed by Americans. The Railway Guards Society of Great Britain were organized 35 years ago and number 2,200 at present. In 35 years from the time the Order of Railway Conductors sprang into existence, how many will they number? Four figures will not be enough to enumerate them.

Trusting that every member of the O. R. C. will celebrate the 50th anniversary of the birth of our Order.

I remain yours in P. F.,

SASKATCHEWAN RIVER.

FRATERNAL DEPARTMENT.

NORTH SPRINGFIELD, Mo., 1884.

EDITOR MONTHLY :—As I receive letters from divisions from all parts of the country I am prompted to contribute in my feeble way a work in regard to Ozark division No. 30. I have been greatly interested in the letters published in the Monthly from the brothers of different divisions. In that way I learn of old friends not heard of for years. In one instance I saw the name of an old friend with whom I did "circular work" twenty-nine years ago. Many of the old timers have passed to the other shore since the early days of the Illinois Central, but it is a great pleasure to hear from those that are still on the run, but greater still it would be to meet them and talk over the days of 'auld lang syne;" those were happy times and many time our memory reverts to them and in our meditations we fail to realize that it was so long ago.

We are greatly pleased at the fine success of the Monthly. The popularity of the Railway Conductor's Monthly is truly merited, as the editor has left nothing undone that would contribute to its interest. Long may it flourish is the prayer of the writer.

I was greatly interested in your editorial in the June number on "Honesty of Conductors." I have revolved in my own mind many times what seemed to me to be the inconsistency of some railway managers. My observation is that it stimulates our manhood to feel that we have the confidence of our superior officers and if a man has not the disposition in him to honor the confidence reposed in him he is not fit to be a conductor—in other words, if you want an honest man treat him as one. There is no class of railroad men that come in contact with the public as much as passenger conductors. They are, as it were, the agent between the public and the company. How important then that the community should honor, respect and have confidence in that class of employes. If you adopt rules and regulations that plainly say we have no confidence or respect for you, how can you expect the traveling public can have anything but contempt for your conductors. The man doing work under such circumstances feels humiliated and dishonored, and is it any wonder if he betrays his trust when opportunity offers, and let me say here if a man is dishonest there will be no lack of opportunity in spite of all the instructions you may place around him. What has seemed so strange to me is the system of some of the trunk lines of placing a man in charge of the patrons of their road and property valued at many thousand dollars, and plainly say to their patrons by the lack of confidence displayed that he is not competent to have charge of a peanut stand on the street corner. Do not understand me as wishing to imply that any member of Ozark division has any occasion to feel aggrieved as the best of feeling prevails, the men are treated well, are well paid and paid promptly, and have the greatest respect for their officers, and they in turn seem to have confidence in their men.

Number 30 has labored at a disadvantage sometimes in not being able at all

times to get a quorum, as so many of the members are almost constantly on the road during the stock run. All seem to take a deep interest in the welfare of the division and attend all division meetings when able to do so. We have been increasing our membership lately and hope soon to be in tip-top running order. Our members are all well except Bro Smith, who is laying off with weakness caused by the little cinder, which I believe all conductors have had a tussle with at one time or another. He hopes to be able to resume his trip in a few days, and all will be glad to again see him at the post of duty.

Our very efficient Secretary and Treasurer, Bro. J. T. Carr, is running a train on the Middle division. The Frisco is prosperous and all are happy.

Fraternally yours in P. F.,

B. GRIST.

FERGUS FALLS, Minn., August, 1884.

DEAR MONTHLY—I am elected as correspondent of Maxwell Division, No. 75, O. R. C., so will try and add my mite to the good cause. I can say but little regarding our division, for I have not been to division meeting but three times since we organized. Not that I did not want to, but I have been unable to get there, the run I have been on not permitting it. This division is healthy but not doing much just now, for the reason that business is dull and so few men employed that we have not the material, however, we expect to have a boom before long, and then Division 75 will make a good showing. We have as fine a set of officers as any division. One thing for the good of the Order, we have not made that progress necessary, or that we ought to do, in the matter of insurance. Every brother ought to come forward and join at once, not wait to see whether it will be a success or not. We can only tell by trying. Other organizations make it a success, and I believe we have as good material to work on as any other body of men. Delays are dangerous. We will wait one day too long, and then all regret it.

Freight business has been rather quiet on Northern division of St. P. M. & M. for the past three months, and crews pulled off so that we, who have been kept, have made good time all along, but have been rather lonesome. Now the wheat harvest has commenced in the great Red River Valley, and the prospects most flattering for an abundant yield. It will not be long before every wheel and every engine will be kept moving for the next nine months.

Bro Scott and Bro. Schuyler have been out on the Larimore extension for the past two months. Bros. Ross and Maxwell as ex passenger conductors on way freights are Bros. Ross, Milan, Oliver, Flint, Richardson and Flower, in chain gang is Bros. Fob, Miller and Adams. Bros. Way, Cook and Mabie on work trains.

Our freinds the St. Paul jobbers have returned from an excursion to Devil's Lake, and a general tour of the northern division of the St. P. M. & M. and express themselves as highly pleased with the country and its prospects and Fergus Fall in particular hoping I can write something more interesting next time, I am yours in P. F.,

G. D. F.

BATTLE CREEK, Mich., September, 1884.

Not since I have been a subscriber to your Monthly have I seen a word concerning our road or order. Knowing there are others more capable of sending you communication than myself, but this may arouse them from their slumbers and we may have the pleasure in future of seeing communications sent to you worthy of notice.

First is our superintendent, Mr. W. H. Pettibone, a man of high standing among railroad officials and honored by all his employees. Next is Mr. A. R. McIntyre acting as chief train dispatcher and train master, of which none but the most competent railroad man could maintain.

The eastern division has two divisions of dispatching. From Fort Gratiot to Lansing and from Lansing to Olins, which adds greatly to the facilities of handling trains. With Mr. J. Wattewolls at Fort Gratiot as first hours, Mr. H. Morse as second and Mr. T. Downey as third. They are old timers at the business and layouts are scarcely known. From Lansing to Olins Mr. Allen on first hours, Mr. Kinny as second and Mr. Cornell as third. They are all gentlemen and understand their business.

When C. gives you a time order you know what you have to do.

Our road is in the finest condition with all steel rail, iron bridges, stone culverts and well ballasted, which much praise is due to our road masters, Messrs. Raynor and Hartigan, and I might say has the best rolling stock made.

The doubling of hills is a thing of the past.

I will give you a list of crews and engineers on the eastern division: Passenger engineers, H. Ryan, J. Dingwell, H. O. Dell, J. Desmond, H. Pullen, H. Patrick, H. Ross, C. Cong, S. Hoben and J. Hazelwood as spare.

Passenger conductors, P. Holmes, Austin M. J. Daniels, B. S. McLeod, Waldron, Gordon, Berry, Crane, Stoddard and Belyea as spare through.

Freight engineers, Buckpitt, Rooney, Eades, Hoben, Burtwell, Rutherford, Mackey, Mohar, Granville, Christian, Laquay, Jordon, with Cassady, Mitts and Anderson as spare.

Local engineers, Webster and Dury from Fort Gratiot to Flint, and from Flint to Nichols, Martin and Casady.

Through freight conductors, Gould, Grattan, Oliver, Chadwick, Cranston, Welch, Vealey, Brodie, Johnston, J. Davis, H. Davis, McKay, McCurdy, Simons, Miller, O'Deughlin, Pengra, Lecor, Dowling, Sage and Wadsworth.

Local conductors, Phelps, McKiver, Wilson and Secord, and they fill the bill.

I might say a few words regarding our brakemen. They are as trusty a lot of men as you will find on any road and willing at all times to do their duty.

Our order is progressing finely and are adding in members at almost every meeting and this is due to the efficient officers in charge. Hoping you may find room in your Monthly for this short correspondence and hoping I may give you something in your next issue.

FROM A CONDUCTOR.

CINCINNATI, September, 1884.

DEAR MONTHLY—This is our first appearance, (an apology for kindness and mistakes). We meet 2d and 4th Sunday afternoon in each month, and have as enjoyable a time among ourselves as one could wish. We sometimes have the pleasure of entertaining brothers of other divisions, and we are always delighted to meet them, and I know that we all depart from our division room with a higher opinion of ourselves and our brothers than we ever entertained previous to the organization of our noble order. Our division numbers about 75 member. That number includes the majority of the most reliable and respected railway conductors running into this city—gentlemen, whom senators, governors, and in fact all men and ladies of prominence, feel honored by their acquaintance, and they may justly do so.

We are increasing in numbers quite rapidly now, and hope before the next election of officers to have at least one hundred or more members. The boys are all manifesting a lively interest in our MONTHLY, and some even have gone so far as to threaten to scalp your correspondent if September number didn't arrive all right.

Robert Clark, one of our conductors, died of consumption at Somerset, Ky. Mr. Clark was a young man universally beloved by his associates, and highly respected by the officials of the road, and although not a member of the order had made application, but was taken sick and expired before we had taken action in his case, and we, as a division, extend our sympathies to the bereaved mother and friends.

Mr. Samuel Bennett, passenger conductor on the Cincinnati Southern and a member of Cincinnati Division, No. 107, Order of Railway Conductors, has resigned to accept superintendency of the Vicksburg, Shreveport and Pacific Rail Road, with headquarters at Vicksburg.

A BROTHER HONORED.—MR. SAMUEL BENNETT MADE THE RECIPIENT OF A HANDSOME PRESENT.—A very pleasant party assembled last evening in the Yard Master's office, at Ludlow, comprising representatives from Cincinnati, New Orleans and Texas Pacific Rail Road. The object of the gathering was to do honor to Mr. Samuel Bennett, who has for a long time officiated as passenger conductor with satisfaction to the officers of the road. After a few appropriate remarks, Mr. T. Bostock presented Mr. Bennett with an elegant Silver Tea Service, accompanied by the following address :

Samuel Bennett, Esq —Dear Sir : Now, that you are about to retire from the position of passenger conductor, and which you have so satisfactorily filled for a number of years. We, your associates, cannot allow this opportunity to pass without expressing our deep regret that the ties which united us so closely together are about to be severed, and to convey to you in some slight manner a tangible proof of the regard and esteem in which you are held by us all. We are grieved at your departure from our midst, yet we are pleased to know that you will still remain an employe of the C. N. O. & T. P. R. R., and we are certain, from your ability and hitherto conscientious discharge of

your duties, that you will ever retain the confidence of your officers, and from your genial, affable and kind nature, that you will always gain the friendship of those with whom you may come in contact. We will now ask you to accept this Silver Tea Service as a mark of our respect for you, and we would couple it with the wish that your future may be a bright, happy and prosperous one.

Mr. Bennet expressed his thanks in a brief but feeling manner, and after a few moments of pleasant conversation, the company dispersed. F. E. M.

HURON, Dakota, 1884.

EDITOR MONTHLY :—Being designated by the brothers of Huron division to act as correspondent of the Monthly, I will try and fill the position to the best of my ability. In regard to myself, I will say that Waterloo division became defunct, I obtained a card from the Grand Division and deposited it with Chicago division. No one knew where I held my membership until the organization of this division. I never enjoyed the privilege of meeting with No. 1, as we are situated 663 miles west of Chicago, but although being deprived of the pleasure of visiting them I have always had the well wishing of the Order at heart, and when Brother L. R. Carver came here to organize I believed it was my duty to join with them.

Now as to where we are, I will say that the Dakota division of the C. & N. W. Ry. extends from Tracy, Minn., on the east, to Pierre, Dakota, on the Missouri river. Huron is the division headquarters, 136 miles from Tracy and 119 from Pierre. Another section of this division extends 96 miles north to Columbia ; another branching off of this section at Redfield, 42 miles north of Huron and extending 121 miles east and south, intersecting the main line at Volga ; another section extends southeast from Huron to Hawarden, Iowa, a distance of 145 miles—making a division of over 600 miles.

We have ten passenger conductors, nine of them belonging to the Order ; ten way freight conductors and about twelve through freight conductors. Our division now has twenty members, with some waiting to come in. We have got to work, but of course things go along a little slow, but we are in hopes to get to the top after a while and if we cannot have the largest division we hope to have as good a one as any.

F. E. KETCHUM.

CHICAGO, Ills., September, 1884.

EDITOR MONTHLY—At a regular meeting of Stanchfield Division, No. 41, the following resolutions were submitted by C. Carnahan, and unanimously adopted by the division :

WHEREAS, The members of Stanchfield Division, No. 41, have been the recipients of many courtesies and marks of kindness from the several ladies mentioned. Therefore be it

Resolved, That the thanks of this division be hereby tendered to Mrs. C. Carnahan, Mrs. C. Arnold, Mrs. J. Dougan, Mrs. M. Burns, Mrs. T. Burns,

Mrs. J. Andrews, Mrs. F. Hopper, Mrs. A. F. Huffty, Mrs. M. T. McCrabb, Mrs. C. B. Robinson, Mrs. F. L. Wagner, Mrs. J. H. Eicksman for the Holy Bible, and to Mrs. H. Trow and daughters for the lovely altar cover, enterwoven with the emblems of our Order. And that we extend to all the ladies who have contributed towards decorating our new hall our most sincere thanks.

I respectfully recommend that the above resolutions be spread upon the minutes and a copy transmitted to the Conductors' Monthly.

Yours respectfully in P. F.,

C. C.

RUSHVILLE, Ills, September, 1884.

DEAR MONTHLY—In answer to request of Belknap Division, No. 96, Aurora, Ills., I attended their special meeting on Sunday, Sept. 14th, called for the election of officers and delegate to the Grand Division, to be held in Boston, October 21st. Their chief conductor, Bro. M. T. Hinckley having had assurance that he would be re-elected for the coming year wished me to act as installing officer on this occasion. Bro. Ed. Flynn, of 83, and Bro. Conwey, also one or two other brothers of other divisions were present, and I must say one of the most pleasant and interesting meetings of this Order which it has been my good fortune to attend was held on this occasion. Too much praise cannot be given Bro. Hinckley for the efficiency of the working standard to which he has brought his division, so ably assisted by his corps of officers, and necessarily the good help freely extended by the good brothers of 96. They are nearly all young men, 38 in number, and you can so readily tell by their conduct in the division room, all try to be, not only brothers, but true gentlemen, not only friends but acting and living examples of what constitutes the bulwark of Perpetual Friendship. And when you visit them they not only know how but each one tries to outdo his neighbor in being able to exemplify the beautiful truth which should stand out in bold relief in the countenance of every member of the Order, you are my guest to-day and my brother forever. Were there even a little more of this feeling nurtured in the heart of every member of their own divisions, and a great deal less of the feeling exhibited which goes to make one believe you must stand back for lo, I am holier than you, there would then be so much more unity, of brotherly love, of all that is or can be made good in the O. R. C. May each one think of this, reflect, and see if the result of such conduct would not be christian like, and if so, it must be that and all we claim it to be; and brothers when you meet as delegates in Boston, in October, please remember, this is the basis of brotherly love.

E. H. B.

DANVILLE, September, 1884.

C. S. WHEATON, G. C. C.—*Dear Sir:*—On Sunday, September 14th Danville Division, No. 118, held a special meeting after the regular meeting for the purpose of electing officers for the ensuing year. The following officers were elected and installed in due form: C. C., Merritt Kent; A. C. C., W.

J. Strang; Secy. and Treas., A. J. Hume; S. C., W. T. Holmes; J. C., F. W. Hurlburt; J. S., O. Smith; O. S., W. H. Fortner; Correspondent to Monthly, C. S. Knox; Trustee, J. J. Woodward; Delegate to Grand Division, M. Kent; Alternate to Grand Division, M. F. Burke; Installing Officer, Ed. Davis of Division No. 18, assisted by W. Hutson of Division 18 as Marshall. There were sixteen members present and three visitors. We have eighteen members in good standing, eight of whom belong to the insurance. One reason that no more join the insurance is that they belong to other insurance associations and cannot stand too heavy a tax. I think it would be a good idea to have each division have one member appointed or elected to the office of insurance agent to do the business between the members of his division and the Grand Secretary and Treasurer. That would relieve the division secretary a great deal and have a tendency to increase the membership. Everything in this department is running smoothly. Hoping to hear from you soon again, I remain, yours in P. F.,

M. KENT, C. C.

COLLISWOOD, O., September, 1884.

EDITOR MONTHLY:—At a special meeting of Garfield Division, No. 20, held to-day the following officers were elected and duly installed: C. C., R. W. Olmsted; A. C. C., R. A. Campbell; S. and T., M. N. Hyde; S. C., L. A. Hopkins; J. C., C. D. Belnap; J. S., S. E. Wallace; O. S., M. J. Wilson; Delegate, D. H. Rogers; Alternate, C. N. Gunsolly. Yours in P. F.,

M. N. HYDE.

BELLEVUE, September, 1884.

C. S. WHEATON—*Dear Friend and Brother*:—The following are the officers elected for this year: C. C., E. L. Crawford; A. C. C., M. J. Marmann; S. and T., L. S. Nye; S. C., J. K. Lindley; S. C., T. H. Bell; J. S., F. M. Nye; O. S., A. Murphy; Delegate, A. Murphy; Alternate, E. S. Parry; Monthly Correspondent, F. M. Nye; Trustees, Ben. Bell, 2 years; A. Mahlin 2 years; F. Shaffer, 1 year. We have at present 17 members in good standing. Our division was instituted July 7th, 1884, showing up to date an increase of five members, all good, first class men, and from appearance we expect to have twenty five or thirty by the first of the new year. We are pleased to say that our standing financially is good. Yours in P. F.,

F. M. NYE.

COLUMBUS, O., September, 1884.

As per dispensation from the G. C. C. granting a special meeting for the election of officers of the Hollingsworth Division, No. 100, O. R. C., brother C. C. Austin Bulman called the special meeting to order at 4:25 P. M., and stated the object. The Chief Conductor appointed brothers F. W. Thompson, John Scott, and W. J. Shannon as tellers. The following is the result of the officers elected for the ensuing year: C. C. Austin Bulman; A. C. C., A. O. Hunter; S. and T., H. P. Feltrow; S. C., W. F. Sullivan; J. C., F. W. Thompson; I. S., W. R. Snipes; O. S., W. J. Shannon. Monthly Corres-

pendent, W. W. Johnson; Trustee, W. R. Snipes, 3 years. W. F. Sullivan was elected delegate to represent Hollingsworth Division, No. 100, at the Grand Division Convention October 21st in Boston, Mass. Brother Sullivan says it is doubtful if he will attend. If he does not we will send an alternate or proxy. This division has 40 members to date in good standing and we are in fair hopes of 40 more by close of next year. Everything is moving along smoothly here. Brother Knapp has gone somewhere—God knows where. No doubt he has been buzzing you ere this. The insurance for the Order in this direction looks good. Quite a number of the brothers will take out policies soon. Yours in P. F.,

H. P. FELTROW.

DES MOINES, Ia., September, 1884.

C. S. WHEATON, G. C. C.:—At a special meeting of Des Moines Division, No. 38, held Sept. 14th under dispensation granted for that purpose, the following officers were elected and installed: C. C., O. O. Winter; A. C. C., J. Byers; S. and T., L. R. Carver. S. C., C. J. Kavanaugh; J. C., J. S. Aukene; I. S., G. Fox; O. S., C. I. Brown; Representative, D. Bowers; Alternate, O. O. Winter; Trustee, George Cooley; Monthly Correspondent, O. O. Winter; with the following Board of Trustees, D. Bowers, O. O. Winter, George Cooley, thus filling nearly all the offices with young men who will commit their ritualistic duties and attend regularly. After the special meeting a very interesting regular meeting was held. We are constantly gaining new acquisitions in membership and while we may not have the largest or best working division, we do claim to have no superiors morally or professionally in the galaxy of bright divisions. Our dear brother, A. W. Patton, is still confined to his bed, having already endured a siege of three months sickness, but we hope to report him out again soon. Our charter is draped in memory of our late brother J. C. W. Long, who was Grand Secretary when the original charter of this division was granted. One of his pictures will be hung in the division room.

DARSIS.

MILWAUKEE, Wis., September, 1884.

EDITOR MONTHLY—At a special meeting of Milwaukee Division, No. 46, Order of Railway Conductors, held in their hall, over No. 1 Grand Avenue, Sunday, September 14, 1884, the following were elected as officers of the division for the ensuing year: W. J. Durbin, re-elected Chief Conductor; J. H. Dower, Assistant Chief Conductor; J. N. Robinson, Secretary and Treasurer; C. H. Connor, Senior Conductor; O. H. Cunningham, Junior Conductor; H. A. Leroy, Inside Sentinel; H. M. Vedder, Outside Sentinel; Trustee for three years, W. B. Wolford; Correspondent for Monthly, G. H. Vandercook; Delegate to Grand Division, W. J. Durbin, alternate, T. C. Clifford.

Before the routine business was taken up a beautiful gold badge was presented to W. J. Durbin, Chief Conductor, with the following presentation speech by Bro. A. Vannaman, one of the old members of the Order, and member of

this division : Chief conductor, before we proceed with our annual election may I have the privilege to make a few remarks. Bro. Durbin, when this division was organized you were selected for its chief conductor, and for three consecutive years you have been your own successor. At our annual elections you have been the unanimous choice of this division for the office you now occupy ; you have shown your ability as a chief officer so no one cared to compete with you for the place. Through you this division has become famous in the Order of Railway Conductors ; you have placed it on the fair road to prosperity, and caused it to rank second to none in the Order.

As a chief conductor of a division we consider you have but few equals and no superiors ; your work has shown that your name not only extends here in the northwest as a worker in a division of the Order, but it speaks from the rock-bound coast in Maine to the Pacific slope in California, and from the icy lakes of Manitoba regions to the flowery garden of Florida, and also in Canada, you are well and favorably known in the Order. When we had a union meeting in this division last April, and nearly all the grand officers being present, and after you had performed your part as chief conductor, they had no corrections to make or suggestions to offer—they pronounced the work well done. And to-day, to show you that we appreciate the services you have so long and faithfully rendered, in behalf of this division, we, as members present you with this memento. This memento, as you plainly see, has several representations within itself, namely : "The Punch," "Cross Gavel," "46 No. of the Division." "The Motto and Monogram." The background being a ribbon in three colors. The Punch is an emblem of your daily avocation—a position you now occupy as a passenger conductor ; may you ever use this instrument with uprightness. The Cross Gavel is the emblem of the office you have so long occupied in this division—we are proud to have it so. The three colored ribbons, red, green and white, is to represent the three signals of the Order, and may your pathway be ever as bright as the three colors. The motto, Perpetual Friendship, be honored by you in the future as in the past. The monogram, O. R. C is an emblem that nearly 6,000 conductors are entitled to wear, and our worthy chief is one of the number. who, in action as well as name is entitled to wear it. May your time on earth be more than the average of man ; may it exceed four score years, and, whatever position you are called to occupy, no matter how humble or how great, may it be truly said you are a worthy brother.

Accept this as a token of esteem from the brothers of Milwaukee Division, No. 46, whom you have so long and honorably served as chief conductor.

Bro. Durbin being so taken by surprise was unable to make any reply, he being visibly affected. Mr. Durbin is a passenger conductor, running a through train on the Prairie du Chien division C. M. & St. P. Ry. It is needless to say he is not only very popular with the officers and employes of the road, but also with the traveling public.

Yours truly in P. F.,

J. N. ROBINSON, S. & T.

MATTOON, Ills., September, 1884.

EDITOR CONDUCTORS' MONTHLY—Sunday, September 14th, Mattoon Division, No. 101, was convened in special meeting, for the purpose of the annual election of officers and the appointment of delegates to the grand convention. The election resulted in the re-election of our former C. C. and S. & T., with but little difference of opinion in the members. Everyone, it seems, recognizing their adaptability for the positions; but the other offices were somewhat warmly contested for, especially that of O. S., during the election a person could easily have imagined themselves again in the classic shades of the Chicago convention hall.

Our official register now consists of M. R. Mansfield, C. C.; W. D. Bell, A. C. C.; W. W. Simpson, S. & T.; J. H. McClintock, J. C.; D. Krebs I. S.; C. Fitzgerald, O. S., and J. H. McClintock as trustee for the ensuing three years.

M. R. Mansfield, C. C., was elected delegate to the convention, and W. W. Simpson, S. & T., as alternate.

For the purpose of installation, which, by the way, was performed quite credibly, considering the fact that it was our maiden effort, having no P. C. C., Bro. Simpson was appointed G. C. C. pro tem, until after the installation of C. C., who then took the position of installing officer, Bro. Morris filling the position of marshal with that graceful dignity peculiarly his own, which has already caused the loss of rest to many a fair resident along the "east end."

Division 101 is ever on the increase, and quite a satisfactory enthusiasm is apparent from all members. Our roll now numbers twenty-seven, with good prospects of new additions. The insurance is well thought of in our division, there being in the neighborhood of twenty-seven policies held by its members.

Of personal news, our genial C. C. has lately returned from a week's visit to French Lick Springs, quite improved in health, and I hear that a faint little voice from Alton credits Bro. M. with getting to be quite an adept at the ladies game of "smut." Bro. J. R. Magill is now assisting the ladies off and on passenger, with that affability and grace for which he is ever noted, and Bro. J. Heffern is also now on the eastern passenger list. Bro. Schrock, from last accounts, was rusticated over the "Divide," on the S. K. Ry., and Bro. Turner and Mehan are gone from our protecting arms, to figure out an existence on the "K. T." From the latest news I fear we will lose another of our members.

Promising more from our locality, if possible, in my next I will close with many an earnest wish for the rapid progress of the Order.

I remain yours in P. F.,

"SMOX."



Though people dress in finest silk,
And live on mush and buttermilk;
It neither mars their piety,
Nor bars them from society.

LADIES DEPARTMENT.

BARD DU LAC AT MADISON.

Wood-shadows, woven in fantastic shapes,
Trail on the ground, and outward toward the banks.
A truant beam, they capture here, escapes,
And plays beyond with sun-flowers growing rank.

Like mute, low-flying birds of pallid wing,
White sails, in undulating motions glide,
We look across the sheen the water's bring
To where the blues of lake and heav'n collide.

Another year will bring to me its flow'rs,
Its floods of sunshine and its drops of rain,
But it can never bring such precious hours
As these on dear Mendota Lake, again.

MEDORA CLARK, Madison Wis. Aug. 8, 1884.

♦♦♦♦♦
A QUILT FOR A BRIDE.—A pretty custom makes a quilt for a bride the joint contribution of her dearest friends, each of whom has something personal in her individual square, such as a bit of the dress worn at the wedding, or at some other memorable gathering which they have attended together. Young ladies assiduously collect silken cravats from their gentlemen friends, and one young woman is reported to have a quilt in which every one of the 800 or 900 pieces has at one time or other formed part of the necktie of some one of her gentlemen acquaintances.

Crazy patchwork is also utilized for cushions and for table covers, and is especially pretty for this purpose when made altogether of velvet or plush.

Scraps of silk, such as old dresses and ribbons too much soiled for patchwork, may be used for making portieres. The silk is cut into strips and sewed after the manner of carpet rags; it may either be woven like rag carpet, or what is far prettier, knitted on large needles in afghan stitch, and in strips to be joined together in the same way. The same work is used also for cushions, being lined with sateen in some harmonious color which shows through the interstices of the knitting.

There is a rage for cushions, for chairs, sofas and lounges, and no parlor is complete without several of various kinds. A new fancy in sofa pillows is stuffed with pine tree needles; the cover of pongee, embroidered with a branch of a pine tree with cones, and tied with brown ribbon in the new style which makes the cover separate like a straight pillowslip, leaving it open at one end, and tying it several inches from that end like a bag.—*Philadelphia Press.*

Here is a piece of information for housekeepers from South Carolina. Everyone knows how disagreeable the odor of cooking cabbage is. All your neighbors can tell when you are going to have cabbage for dinner. If you put a small piece of red pepper in with the cabbage there will be no smell. The pepper absorbs the odor of the cabbage. Don't put in too large a piece of pepper, however, or the cabbage will be hot.

Brave and noble conductors
Kind hearted and true,
A few words of praise,
I wish to give to you.

You all deserve credit,
You who are so noble and bold,
For the kind words you speak
And the position you hold.

Temptations ever surround you
But every one you shun,
For your highly esteemed Order
You are brave and say no.

That grand noble division
Which is numbered one hundred and four,
With forty in number,
And I wish there were more.

But, with honor, and credit,
And God's trusting hand ;
You will gather your brothers
And welcome them in.

When they hear of your honor,
Your trust in your God ;
You will all become brethren
On all the railroads.

The name of this Order
By no means I scan :
It is named after Millard,
An Elmira man.

ALICE A. ADGATE.

MENTIONS.

—Bro. A. W. Patton, of No. 88, is reported as improving in health, which all will be pleased to learn. We hope to soon hear that he is able to be out and at work again.

—Bro. J. K. Patterson, of No. 9, has been absent from his duties for some time on account of the severe illness of his estimable wife. The Order extends their sympathy.

—On and after Sunday, October 12 until October 25th, our address will be in care of United States Hotel, Boston, Mass. Members of our order and others will please be governed accordingly.

—Any one knowing the whereabouts of Bro. T. R. Feckinger or H. W. Holne will please send their address to the secretary of Union Division, No. 13, at St. Thomas, Ont., Bro. W. H. Ingram.

—We are glad to note that Bro. L. H. Gorver of No. 48, is out and will soon resume his run again he has had a severe time, having been injured while in discharge of his duty as conductor.

—Any one knowing the address of Jack Dunning, formerly a conductor on the Chicago and Alton, between Springfield and St. Louis, will please notify Hart, Deiff & Co., 111 Broadway, St. Louis, Mo

—We are pleased to inform you that Bro. George Cross, of Division 78, is able to be out again after a long siege of the typhoid fever, and will soon be able to take his caboose on the Ashtabula and Pittsburg R. R.

—Brother A. S. Knapp, of No. 9, was a pleasant caller at our office on the 20th. He is still with the I. B. & W. R. He enjoyed his vacation at his old home near Watkins, N. Y. Guss. has many warm friends in this city, all wish him abundant success.

—Bro. A. J. Philips, of Milwaukee Division No. 46, was a pleasant caller at our office on the 18th of September, and accompanied us on a trip to Easton to organize Division 147. We regretted very much to learn of his misfortunes, and hope his estimable wife will soon recover her health.

—We enclose with this issue a circular to every subscriber; we will also take a supply to Boston, and will furnish each division with a supply equal to the number of members in their respective divisions, and we desire that a copy be placed in the hands of every member of our Order.

—Bro. Dud Olney, of Division No. 19, was recently presented with an elegant China tea set by a party of picnics from Berrian Centre, Michigan, as a token of their appreciation of his gentlemanly conduct while in charge of their train. So the righteous reap their just reward.

—Vice-President Blanchard, of the N. Y., L. E. & W. R. has tendered his resignation and left the service of that company. The indications are that there will be a general change in the official staff before the close of the year. It will be regretted by all, as those in charge have been so long associated with the old Erie that they have the entire patronage of the road. It is, however, apparent that something is necessary to bring this line back to its old time prosperity.

—We expect to organize a division of our Order in Richmond and Alexandria, Va., on the 28th and 29th of September, and Mauch Chunk, Pa., same day. Bro. Carver organized at Chatanoga and Jackson, Tenn., on 23d and 25th of September, so that ere this reaches you we will stand with an unbroken column from 1 to 154 and a total gain during the year of 62 new divisions. This truly by far exceeds our most sanguine expectations. The brothers all should feel proud of their efforts. Let us trust that our Grand Division will take such measures as will ensure the organization of 100 next year,

—We desire to call the attention of all to the add of the E. C. & N. R. in our columns. This popular line, under general manager McLeod, has taken rank with the best, and connects directly with both N. Y. C. & H. R. R. and N. Y., W. S. & B. at the northern terminus, and all roads centering in Elmira at this point. Passengers can procure tickets to any or all eastern points with direct connections.

—It affords us great pleasure to note the promotion of Bro. S. B. Bennett, of Division No. 107. Bro. Bennett was an old time passenger conductor on the Cincinnati Southern, and is now master of transportation on the Vicksburg, Shreveport and Pacific. He is also a worthy member of the Yard Master's Mutual Benefit Association and a delegate at the last annual meeting. He has our congratulations.

—A rumor has been current for some time that a change of runs was contemplated by the officers of the N. Y., L. E. & W. R. We hope, however, that it has ended in mere talk, as the men of these runs have been all settled for so long that they have secured pleasant homes and reside at the terminus of their runs; it would necessitate many great changes should the runs be reorganized.

—F. C. Willard and E. A. Hatch, reported as being expelled from No. 40, in circular No 11 should read No. 46. Brothers will please note correction and correct their black books accordingly. We are sorry the mistake occurred, as some have thought the former to be our brother R. L. Willard, the efficient secretary of No. 40. Such is not the case however, as we have a letter from him forcibly reminding us of the mistake.

—Bro. Robert Bycroft, C. C. of Division 73, was most agreeably surprised recently by being presented with a fine nickle Lantern, by the brothers of his division, as a slight token of the high esteem by which he is held by them. Bro. F. C. Allen made the presentation accompanied by a neat speech, such as he alone can make. For a moment Bro. Bycroft could make no response, but he soon caught his breath, and responded with appropriate remarks. Bro. B. is one among a thousand who never gets tired of talking and doing for our noble Order.

—We are in receipt of the report of the Old Reliable Insurance Association, by hand of Bro. Harry Feltrow, the grand secretary, and it certainly shows a very flattering state of affairs, showing an issue of certificates of membership to 275; new members and reissue to 19, who have reinstated themselves. The new report shows that there were 1,679 members in good standing on September 1, 1883, and on corresponding date in 1884, 1,791, a net gain of 112 members. Died, passenger 10, freight 3; killed, 1; disabled, passenger 3, freight 1,—a total of 18 claims paid during the year. We find the total receipts during the year to have been \$35,401.43, against a total expense account of \$31,085.94. A portion amounting to \$2,619.00 was received on assessments 467, 468 and 469, leaving balance in hands of treasurer of \$117.43, on the corresponding date of last year. The grand total shows that the amount paid from date of organization to September 1, 1884, to be \$1,019,691.00. Total number of benefits paid 466. Average amount paid each \$2,186.15. This association has justly earned the title of "Old Reliable." Long may she continue to shower her benefits upon the deserving of her members.

—*To the Members of the Railroad Conductors' Life Insurance Association of the United States and Canada*—GENTLEMEN: In compliance with Article III, of the Constitution, it is my duty as President of this Association to notify you that the seventeenth annual convention will convene at 10 o'clock a. m., Wednesday, October 9th, 1884, in the City Hall, Toronto, Ontario, Dominion of Canada. As per Article I, of our By-Laws, I feel that you have the interest of the Association at heart, and you are respectfully requested to see that our delegates are elected and duly instructed as to the wishes of their constituents. In accordance with the custom of the Association, and because it gives me great pleasure, I extend to all railroad conductors, whether members or not, and to any railroad officials who may desire to meet with us, a cordial invitation to be present. The

financial exhibit of the year closing August 30th, 1884, accompanying this invitation, shows that it is at par with any similar life insurance association. Feeling that we will have a good meeting, and that it will be pleasant for us all to come together, I am, very respectfully, your obedient servant,

WARD NICHOLS, President.

NEW HAVEN, Conn., Sept 1, 1884.

H. P. FELTROW, Sec'y.

—The election of officers in Elmira Division No. 9, resulted in the choice of the following : C. A. Millard, C. C.; C. A. Burr, A. C. C.; C. A. Ward, S. & T.; George E. Drake, Assistant Secretary; I. N. Burt, S. C.; L. J. Ryan, J. C.; George B. Wright, I. S.; T. B. Hewitt, O. S.; H. Hurty, Delegate; C. A. Wood, Alternate. The above constitutes a very strong staff of officers. Brother Millard can point with pride to a record that made him the unanimous choice of the division for another year. Brother Ward also received a strong endorsement in his re election. While the return of Brother H. Hurty to the Grand Division is a great gain to that body and a credit to the division. We are informed that the division has 143 members, 90 of whom are members of the Order of Railway Conductor's Insurance Association, this shows a gain of 35 members to the Order, and 50 to the insurance. A record that any corps of officers may be proud of let us hope for another prosperous year under the same management. We noticed among those present P. G. C. C., W. L. Collins, permanent member; Hy Shew, of No. 40; C. A. Armacost, No. 5, and the four Junior Past Chief Conductors Knapp, Wood, Drake and Wheaton, of No. 9.

—The report from the election held by the divisions at hand at this writing shows a marked gain in every case, and the delegates are in many cases returned which shows that the Order will be represented well, No 12 returns the delegate of last year. Bro. P. J. Duffey No. 14, their efficient secretary F. A. Bunnell; No. 19, Bro. S. H. Hussey; No. 20, Bro. D. H. Rogers; No. 38, Bro. David Bowers; No. 46, Bro. W. J. Durbin is again the delegate; No. 82, Bro E. D. Cawell; No. 96, M. T. Hinckley; No. 105, Bro. R. E. Harris; No. 118, Bro. Merritt Kent; No. 134, Bro. A. Murphy; No. 138, Bro. W. E. Rice; No. 139, J. D. Riggs; No. 140, Bro. D. W. Haynes; No. 141, Bro. T. J. McDonald; No. 144, Bro. J. C. Campbell; No. 146, Bro. W. E. Bramble; No. 147, Bro. Genther Parks; No. 148, Bro. Geo. Kinkaid; No. 149, Bro. Chas. Flagg; No. 52, T. Romaine; No. 7, R. B. Qualtraugh; No. 9, H. Hurty; No. 10, M. S. Hoadley; No. 23, Geo. A. Budgett; No. 27, A. Cameron; No. 43, E. P. Conklin; No. 64, Thos. Fitzmorris; No. 94, J. M. Cavanaugh; No. 100, W. F. Sullivan; No. 101, W. H. Stoddard; No. 115, J. E. McCarthy; No. 122, H. E. Corwin; No. 145, E. Phillips; No. 1, E. A. Sadd; No. 49, J. J. Lonergan; No. 66, W. E. Forker. Reports from 35 divisions give us a membership of 1,400 members, or an average of 40 to a division, against an average of 36 last year.

—We were pained to learn of the death of our worthy brother C. R. Marsh, which occurred at his home in Nickerson, K. S., but a short time ago. All who attended our annual meeting in St. Paul, in 1882, will remember him well as the first delegate from No. 65, at Nickerson, and again those who accompanied us on our grand excursion to the Rockies, in 1883, will remember both him and his estimable wife, as they were with us and Bro. Marsh was the conductor of our excursion train from Nickerson to Newton and Wichita. The news of his death following so close upon that of Bro. Long, cast a pall over our whole Order, as there were none that had met him but had learned to love him, his kind brotherly ways, his earnestness in our noble cause has endeared him to all, to us personally the loss is great, as he had proven himself a kind friend, a true brother and willing adviser. He has executed more than one mission of trust for us, the last one was the organization of Division 111, at Los Angeles, Cal. We shall miss him at our annual meeting at Boston, there will be another vacant place, and the brothers will look around for him, but he will come not, he is at rest, and we who are left should learn

the lesson that these severe afflictions teach, and remember the words "Be ye also ready" Truly these lessons ought to stimulate us to a more earnest endeavor to build our Order strong, so that when we are called hence, we may leave our loved ones a strong and sure support. The sincere sympathy of the whole Order goes out to the widow of late brother, and we believe it will be to her a sure support in time of need.

—Kaw Valley Division, No. 55, Kansas City, Mo., August 24, 1884. To the members of the Order of Railway Conductors, Greeting: Congratulating you upon the success of our Order, as the close of our official year approaches, it gives me unfeigned pleasure to note the rapid progress made. On September 30, 1883, we could boast of 95 Divisions in the United States and Dominion of Canada, and on September 30, inst. we shall have 140. We had then a membership of 3,000, and have now about 5,000—a growth of 66 per cent. in one year? What other Order can boast of such prosperity? One year ago the number on the insurance roll was 460, while now it is fully 1,000. In order to stir up a spirit of emulation we are proud to state that Kaw Valley Division has even outstripped the ratio of the Order as a whole, having grown from 95 to 165—over 73 per cent. increase in the present year. We earnestly request the members of the O. R. C. to consider carefully the benefits to be derived from making provision for family or friends in case of accident or death. The insurance assessments *all* go towards providing for the widow and fatherless, so should we even live to a ripe old age, and be able also to make abundant provision for our families, it is still a most noble use to make of the sums thus to be paid out. With a thorough organization, on a sound platform; advocating correct moral principles and sound business rules—with improvements regarding uniformity of time, signals, and methods in our active calling, we are justly recognized by railway managers and the business and traveling public as a great power for good. Let us therefore endeavor to strengthen the *esprit du corps* by increasing our membership and standing, and by enlarging our insurance roll. Thus we shall benefit ourselves while living, and provide for those dependent upon us when we receive our final discharge and will have crossed the river whose transfer ferries its passengers hence, but returns them never. Yours in P. F.,

ED. COMAN, C. C.

A. T. SHOLES, S. & T.

OBITUARY.

At a special meeting of Friendship Division No. 81, O. of R. C., held in this city Sunday August 3, the following resolutions of respect were adopted:

BEARDSTOWN, Ill., July 31, 1884.

Died of dropsy, at Monmouth, on the 13th of July, 1884, B. Y. Hagadone.

WHEREAS, It has pleased the Almighty Father to remove from our midst our worthy brother. R. Y. Hagadone.

Resolved, That at his death we have lost an earnest, faithful brother; his wife an affectionate husband, and his children a loving father, and one who was ever ready to extend the hand of aid to the needy.

Resolved, That the charter of Friendship Division be draped in mourning for thirty days as a mark of respect to our esteemed brother.

Resolved, That a copy of these resolutions of sympathy be extended to his family in their affliction. And may God watch over the afflicted wife and children.

Rest in peace brother, thy work was faithfully done.

J. C. STANTON, }
W. O. WILLIS, } Committee.
T. V. STRAIN. }

DIED—At the family home, in this city, Tuesday, August 19, 1884, of typhoid malaria, **CHARLES R. MARSH**, aged 87 years.

The death of so true a friend, generous neighbor, valued and upright citizen, as was Conductor Marsh, has occasioned great gloom throughout the entire city. The loved and loving husband, friend and father had not passed the stone that marks the highest point in life's pathway; but being weary for a moment he lay down by the wayside, and using his burden for a pillow, he "fell into that dreamless sleep which kisses down the eyelids still." The mantling flush of a vigorous manhood has departed and the spirit of the flesh and body has left earthly scenes. He has, for the last time, sat by the jarring loom of life watching its tireless wheels go round, while the mingled woof of love, of joy and sorrow is wound up in the harp of fates. The wheel turns on and the shuttles fly, as the soiled and beautiful threads are alike gathered and wove in, but at last the slowly moving hands on the clock in the tower of eternity has pointed to the hour when the wheels grew weary, the shuttles faltered and the loom is stilled in awful silence. The notes of the bell announce that a good life has ended and passed into the shadowy halls, where the voice and tread of the loved and lost are echoless evermore.

The deceased was an esteemed citizen, an honored and trusted servant of the A., T. & S. F. R. R., and leaves a wife and daughter to mourn his death. The remains of the deceased were conveyed to the depot Tuesday evening by the Masons, of which order he was an honored member, and taken to Cleveland, Ohio, the home of Mrs. Marsh's people, for interment. Conductor A. D. Butt accompanied the bereaved wife and daughter on their sad, sorrowful journey. Mr. Marsh was an esteemed member of the Masonic lodge, Select Knights, Order of R. R. Conductors and A. O. U. W.—*Nickerson Press*.

NICKERSON, Kansas, Sept. 18, 1884.

At a special meeting of Banana Div., No. 65, Sept. 14 the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to call from the trials and vicissitudes of this life our worthy brother Clarence R. Marsh, therefore be it

Resolved, That in this dispensation of Divine providence we feel that the Order of Railway Conductors has been deprived of the wise counsel and companionship of one of its most respected members, and that the family of our brother has been called upon to mourn the loss of a loving and indulgent husband and father, and our community a man in every way worthy of the highest esteem.

Resolved, That Banana Div. No. 65 extend to the family of our deceased brother all the sympathy vouchsafed humanity to bestow in such afflictions as they have been called upon to bear.

Resolved, That a copy of the resolutions be presented to the family of our late brother and also be spread on the records of our division.

J. N. WOODS,
C. W. RANKIN,
THOS. SAUNDERS, } Committee.

RESOLUTIONS OF THE A. O. U. W.

NICKERSON, Kans., Aug. 20, 1884.

In consideration of the death of C. R. Marsh, conductor, the Ancient Order of United Workman, have framed the following resolutions:

Resolved, That the order of A. O. U. W. have lost a good and worthy member through the death of C. R. Marsh, and that we extend to the family of the deceased our heartfelt sorrow for their bereavement.

Resolved, That the above resolutions be published in the city papers, and a copy thereof be sent to the relatives and friends of the deceased.

THE COMMITTEE.

Bro. Alex Graham, of Division 44, Order of Railway Conductors, was taken sick with quinsy while on the road, Thursday, August 7. He remained at Manitou until Sunday, August 10. When he returned home he was not considered in danger until the day of his death, when his sickness having changed to pneumonia he passed away, surrounded by his sorrowing family and friends, August 20, at 4:30 p. m. In the death of Bro. Graham Division 44 has lost one of its most faithful members, and our Order in general loses a faithful worker. His remains were sent to Minneapolis August 21, twenty conductors acting as pall-bearers and escorts.

At a meeting of Division 44, August 24, a committee on resolutions was appointed, who presented the following:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to take from among us our late brother, Alex Graham; be it therefore

Resolved, That the heartfelt sympathy of this division be extended to his family in their affliction.

Resolved, That in the death of Bro. Graham Division 44, Order of Railway Conductors, sustains a loss that can never be filled, his wife an affectionate husband, and the community at large a good man, known, respected and esteemed by all.

Resolved, That we extend our thanks to the officers of the Denver and Rio Grande railway for their kindness in procuring transportation to Minneapolis.

Resolved, That we extend our thanks to Mr. A. E. Welby, chief clerk of general superintendent's office of the Denver and Rio Grande railway, for his kindness and assistance to us.

Resolved, That we drape our charter for thirty days as a mark of respect to our deceased brother.

Resolved, That a copy of these resolutions be presented to the family of our late Bro. Graham, and that they be published in the Conductors' MONTHLY and Denver papers.

A. WILDER,
T. R. BURCH, } Committee.
C. C. GRAVES.

SAN ANTONIO, Texas, 1884.

Brother Spangler, A. C. C., of San Antonio Division, No. 76, who died of blood poison, June 29th, was a charter member of San Antonio Division, No. 76, and after organization was elected chief conductor.

Brother Spangler was one of our most worthy officers and members, a zealous worker for the interest and advancement of the O. R. C. and was universally esteemed and respected by all, which fact was mournfully illustrated by the large cortege that followed his remains to their last resting place.

After the funeral a call meeting was held and the committee on resolutions appointed who presented the following:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to take from among us our late Brother C. Spangler, be it therefore

Resolved, That the heartfelt sympathy of this division be extended to his family in their affliction.

Resolved, That in the death of Brother Spangler Division No. 76 sustains a loss that can never be replaced, to his wife, an affection husband, to his children, a loving father, and to the community at large, a good man, one who was loved and respected by all.

Resolved, That these resolutions be sent to the editor of our Conductors' Mouthly for publication, and same to be spread upon the minutes of our division.

Resolved, That a copy of these resolutions be sent to the family of the deceased brother.

BURT SINCLAIR }
J. H. WHITE, } Committee.
M. MCGARY,

RAILWAY CONDUCTORS' MONTHLY.

CIRCULAR NO. 7.

TO ALL BROTHERS OF OUR ORDER: Inasmuch as Circulars No. 13, from our Grand Secretary, and No. 6, giving hotel and pass accommodations over Fitchburg Railway have been sent to all Division Secretaries, Grand Officers and permanent members, we have decided not to republish. We will issue another circular in a day or two, giving additional hotel accommodations, and we would suggest that the brothers advise us as soon as they can of their desire of going, and if they so wish will send their names to the United States Hotel until full and then to the others, and we will try to arrange with the brothers of No. 122 to have some one at the depot to direct the brothers so as to avoid confusion. We make this announcement as we have already received some letters asking us to secure rooms, and we wish to have all served alike, but all cannot stop at one hotel, and there are a number of good ones in the city, the brothers at Boston (although new in the business) are doing nicely, and we hope the brothers will bear with them if mistakes are made. We are willing to do all in our power to make all comfortable and pleasant, and as there will be a large crowd, we must be a little lenient with all.

Yours truly in P. F.,

C. S. WHEATON, G. C. C.

CIRCULAR NO. 14.

BROTHERS: The following are reported:

Re-instated—By Division No. 5, August 27th, Lewis McBurney.

By Division No. 21, September 10th, A. M. Rice.

Suspended—By Division No. 5, September 1st, E. F. Bixby, Isaac Grove, James Hammet, and Simon Lick.

By Division No. 11, Sept. 7th, Wm. J. Perdue.

By Division No. 13, Sept. 7th, George Neil.

By Division No. 35, Sept. 2d, J. W. Artist and J. W. Bradley.

By Division No. 45, August 1st, J. C. White.

By Division No. 47, Sept. 9th, George Bannister.

By Division No. 12, August 24th, Adam Frounfelker, all for non-payment of dues.

Expelled—By Division No. 2, August 25th, Geo. F. Dewitt, for violation of obligation.

By Division No. 3, Sept. 13th, H. C. McCammon, " "

By Division No. 5, Sept. 1st, S. I. Downs, " "

By Division No. 7, Sept. 7th, I. F. Whitney, " "

By Division No. 67, Sept. 14th, Thomas Smith, for unbecoming conduct.

By Division No. 70, Sept. 14th, Gilbert Adams, for obtaining money under false pretenses.

By Division No. 79, August 24th, T. W. Davis, for non-payment of dues, obtaining money under false pretenses and unbecoming conduct.

Note the following corrections in Circular No. 11, in September Monthly: E. C. Smith reported suspended by Division No. 79, should read *expelled*.

R. C. Willard, reported suspended and E. A. Hatch, expelled by Division? No. 40, should be Division No. 46.

Division Card, No. 1113, issued April 17th, to L. A. Brownell, of Division No. 55 has been stolen, and Card No. 1968, issued June 25th, to C. W. Johnson of Division No. 21, has been lost. If either are presented, take up and return to me.

Eleven hundred and fifty-eight (1158) members in Insurance Association, with 21 delinquents on assessment No. 28, and who have until October 25 to re-instate themselves. \$1031.00 will be paid to Mrs. Helen Marsh, widow of Bro. C. R. Marsh, as soon as the claim is approved.

Circular No. 13, giving a list of railways honoring delegates credentials for passage has been sent to all divisions, and a circular giving additional information, has been sent to all divisions by the grand chief conductor.

The United States Hotel will be head-quarters during the grand division, and the offices of the grand chief conductor, executive and insurance committees and myself, grand secretary, will be at that place, from October 10th until 26th, inclusive. My address will be United States Hotel, Boston, Mass.

Yours truly in P. F.,

WM. P. DANIELS, G. S. & T.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—SAMUEL H. DEFRIES, Toronto, Ont.
Grand Secretary and Treasurer.—WILLIAM F. DANIELS, Box 59, Cedar Rapids, Iowa.
Grand Senior Conductor.—JAS. LAUGHLIN, 1431 Jefferson St., Kansas City, Mo.
Grand Junior Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Inside Sentinel.—LEWIS P. MARTIN, Sedalia, Mo.
Grand Outside Sentinel.—J. D. HAMILTON, Stratford, Ont.

EXECUTIVE COMMITTEE.

M. RYAN, Chairman, 128 East Fifty-First St., New York City, N. Y.—Term Expires October, 1884.
 J. S. RANDOLPH, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1886.

INSURANCE COMMITTEE.

E. OLIN SOULE, Cedar Rapids, Iowa.—Term Expires October 1884.
 C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1885.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHEFIELD, JOHN B. MORFORD, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. W. Card, Rochelle, Ill.; Sec. and Treas., C. L. Loveland, Maywood, Ill. Meets 1st and 3d Sunday in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets 2d and 4th Mondays in each month at 7:30 p. m., in Stendt's Hall, over 198 East Seneca street, Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C. L. P. Martin, No. 1821 Papin street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, 2618 Clark street, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., Frank M. Sanders, Box 87, Marshalltown, Ia. Meets first and third Sundays in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 135 McElderry-st, Baltimore, Md. Meets every Monday at 9:30 a. m., at "Old Town Bank" hall, cor. Gay & Exeter-sts.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., F. J. Morse, Lock box 2563, Battle Creek, Mich. Meets 2d and 4th Sunday at 2:00 p. m., in K. of P. room, Castle Hall, Morgan block, Battle Creek, Mich.

Houston Div. No. 7, Houston, Tex. C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, 184 Congress-st, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Panin-st.

Rochester Div. No. 8, Rochester, N. Y. C. C., E. H. Naah, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714, College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 8 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 653, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., J. C. Weeks, Emporia, Kansas; S. and T. C. M. Hatfield, L box 814, Emporia, Kansas.

Meets in Masonic Temple 1st and 3d Sunday in each month at 2 p. m., at S. E. corner 5th ave. and Merchants st.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, 435 Chenango St., Binghamton N. Y.; Sec., P. F. Duffey, 1602 Price St., Scranton, Pa., West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.

Union Div. No. 13, St. Thomas, Ont. C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, box 265, St. Thomas, Ont. Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thiemann, 204 Taylor street, Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month, at 2 p. m., in Hall over 1st National Bank, 127 Superior-st, Cleveland, O.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514, York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 48 Sullivan street, Toronto, Ont.; Sec., W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ills. C. C., W. H. Gehman, box 253, Mt. Carmel; Sec., J. H. Decker, box 253, Mt. Carmel, Ills. Meets every Sunday at 8 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C., A. C. Brown, Elkhart, Ind., box 1068, Elkhart, Ind.; Sec., G. W. Huntly, box 979, Elkhart, Ind. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, corner of Franklin & Main-sts. O. F. Milliken, Cor. Mo'thly

Garfield Div. No. 20, Collinwood, O. C. C., R. W. Olmsted, box 220, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882. Correspondent Monthly, E. C. Dixon.

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.;

—* THE *—
RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., NOVEMBER 1, 1884.

No. 11.

NERCHINC REPROVED.

—
FOR ACCUSING GOD OF INJUSTICE TO MAN.
—

Man disobeys and wastes his strength,
And alas! lays down his body's length,
While kindred shed their tears;
But had we lived as God designed,
To dust we would not be consigned
For at least an hundred years.

Hence nature's law we violate,
And untimely seal our fate
When half life's race is run;
And yet we hear frail mortal man,
Condemn God's great and glorious plan,
And alas! cry out—undone!

Sighs may soothe, and sorrows fly away, but murmuring man! oh, why accuse Divinity for what thou art; what gifts hath God bestowed on thee! Oh, why complain! and while complaining fear to break the hair-hung breath which links thee to the world? Thyself an image of our great Creator; born to serve Divine decree, and wilt thou fashion flimsy faults and fill thy soul with filth? Why murmur at the tenor of a song, or bow in tears, to strains of holier hymn? Why wed sin to claim inheritance to crime, and cultivate the bitter germ of all corrosive joy, and when cultivated well, puts forth a bud to blossom in the dark? Why (still complaining in the dark) shut out the star of hope? Black clouds may o'ercast, and sparkling veins of

lighting leap, and kiss the cloud-capped towering hills, and collapsing atmosphere cannonade the skies, yet each day destroys, and while the lease of life still holds, and dissolution stares ; but man regards it not, but builds upon a crumbling base until he yields to suicide to alleviate remorse. Why mark the matchless love a blank, which Deity designed to soothe ? Why mock at matters of such import to man ? But what, when nature's tired out, and the weary soul seeks a place of rest ? Too late, then, to unload such a pack as burdened Bunyan bore, too late to take up the sinner's boast, that faith may be repaired ! Oh ! what beauties dwell in hope, when hope is built of faith, and founded upon a grand immortal base ; then mortal mind ascends to higher realms, where the eternal glittering constellations daze the human sight, where the tips of angel's wings brush the star-lit skies, but, though heaven smiles, and hell puts forth a frown, man is prone to disobey, yet, faith is what secures, and when once secure by bonds on heaven's treasury, it then subdues the dread of death, as sunbeams consume the dampness of a day. Why fancy that a lingering woe is nigh, or send thy mind afloat on imaginative streams, to snatch more troubles from the fretful waves ? Man measures every day from youth to age, but nature's law we violate and live the less of days. Too dumb to spy a flaw within ourselves, we reason with the wrong, until we fancy all we've learned is right, and yet we dread to quit the brink, from which all humanity must leap. We dare not leap for fear we light in flames. We triumph in a dread, and wake to disappointment still, our feeble conscience fails and each forged thought counts one more link to lengthen out our chains of treachery. We master not our mind, yet in full conscience of our guilt, we fail to seek that loftier orb, where spirits pace the grand expanse of heaven's amaranthine green, where red, nor golden autumn tint doth ever stain a leaf. " Oh, wherefore is the Deity so kind ? " who hath given us the Scripture truths from which to choose ? then choose, oh man ! that heaven erected hope, while yet the vital spark doth flash ; unbar the compass that points to heaven's revealed design, and survey that golden pilgrim's path, which legions long have trod. Why grasp at phantoms ? Why consult a reason so unripe, or run the risk to guide the steeds of bliss, with reins of twisted air ? Why engrave an epitaph of doom upon the tables of thy heart, or saunter to the outskirts of a town laid waste to catch a gleam of golden streets ? Why purchase guile to decorate thy gloom, or dare to trample on the fringe of gospel robes ? Man envies that which he never can attain, but bouquets of bliss though sold so cheap, he labors not to buy. Each day is a life, each night a death, each morn a resurrection from a night of dreams, an unconsciousness of the reality

of life, in which the mind wanders through the mid-night darkness, while the machinery of the heart, and lungs, perform their functions undisturbed.

The eyes survey some grand untrodden green, and at each breath we seem to inhale a balm of ecstasy ; but the night escapes, flies to some far darker sphere and the silent eyes open to behold the light of a new born day. But how vain the vision that has passed, how vain our visit to the world, compared with dreams of sable night.

"Oh, what grand surveys of destiny divine," when death explodes the involving cloud, and eternal day shines forth. Then, why wish to sit upon a throne, and reign an earthly king, when kings and paupers shall be equalized in dust ? Imagine not to emulate, nor reach beyond thy fingers-length to fasten on to fame, for weary worn are the hands that dig diamonds from the dust. Despise not trickling tears of those who weep, for they baptize the heart, seek the windows of the soul, bathe each glassy sphere, trickle down the walls of sorrow's tenement, and vanish from our sight "Open thy heart ! set thy wishes wide ! let in manhood ! let in happiness, amid the boundless theatre of thought ;" for how swift revolve the shafts of time, that roll us into dust. Man flies from time, and time from man, alas ! "too soon in sad divorce this double plight must end," end in death, a death to one, to each, but once, a sad and silent problem unsolved by mortal man. Oh how keen the edge of coming time ! that cuts the golden cord, and drapes the blinding curtain on the scene, this earthly scene, where we're but actors on the stage of God's grand and glorious theatre, hung here beneath the sun, beneath heaven's blazing chandelier ! How deeply rooted in our hearts are our kindred ties ; but how quick the cable breaks, and that immaterial reason flies, ascends to that mysterious sphere from whence it came, and we are left to weep o'er what we loved so well. "We drive away the moments with a serious song," and dream of distant glory beyond the azure skies, and in that dream we dream it is no dream, but fancy all is real, until with the morning's dawn, our disappointment full appears. True aim and effort win the prize, subdue the fear of death, and draw the poisoned sting from out the bleeding heart, cast off the chains of villiany and pride, and man walks on contented through the garden of his God, and day by day awaits the summons from on high, which may break upon the soul at every breeze.

Nerchinc ! wilt thou give ear unto the counsel of a worm, the music of an untaught tongue, a voice that ne'er was tuned by man to sing a solemn song ? Thou mayest have heard a sweeter song, than here I've seemed to sing, a song where sweet angelic tones have trembled on the silvered string, a song where

notes of airy sweetness rolled from brass vibrating tongues combined, a song of thoughts born from the skies to lull a troubled mind.

But here ends the tenor of my song ; here are the prisoners of my heart set free, set free to dance upon the drums of thy two mortal ears, set free to crack the crystal glaze from off thy hardened heart, set free to warn ! ere death bursts thy mortal bands, and thou art hurled headlong down the corridors of woe, where spirits pace the dark expanse, of eternity's abyss,—where never dying groans resound, and ever yawning hell awaits another soul.

RALSTON, Pa.

JOE CANT-HOOK.

BILL NYE'S MINE.

I have decided to sacrifice another valuable piece of mining property this spring. It would not be sold if I had the necessary capital to develope it. It is a good mine for I located it myself. I remember well the day I climbed up on the ridge-pole of the universe and nailed my location notice to the eaves of the sky.

It was in August that I discovered the Vanderbilt claim in a snow-storm. It cropped out apparently a little south-east where the arc of the orbit of Venus bisects the milky way, and ran due east eighty chains, three lengths and a swivel, thence south fifteen paces and a half to a blue spot in the sky, thence proceeding west eighty chains, three links of a sausage and a half to a fixed star, thence north across the lead to the place of beginning.

The Vanderbilt set out to be a carbonate deposit but changed its mind. I sent a piece of the cropping to a man over in Salt Lake who is a good assayer and quite a scientist if he would brace up and avoid humor. His assay read as follows, to wit :

SALT LAKE CITY, U. T., }
August 25, 1877. }

Mr. Bill Nye :

Your specimen of ore, No. 35,832, current series, has been submitted to assay and shows the following result :

Metal.	Ounces.	Value per ton.
Gold.....
Silver.....
Railroad iron...	1	..
Pyrites of poverty	9	..
Parasites of disappointment	90	..

NOTE.—I also find that the formation is igneous, prehistoric and erroneous. If I were you I would sink a prospect shaft below the vertical slide where the old red brimstone and preadamite slag cross-cut the malachite and in-

tersect the schist. I think that would be schist about as good as anything you could do. Then send me specimens with \$2 for assay and we shall see what we shall see.

McVICKER, Assayer.

Well, I didn't know he was "an humorist" you see, so I went to work on the Vanderbilt to try and do what Mac. said. I sank a shaft and everything I could get hold of on that claim. It was so high that we had to carry water up there to drink when we began and before fall we had struck a vein of the richest water you ever saw. We had more water in that time than the regular army could use.

When we got down sixty feet I sent some pieces of the pay streak to the assayer again. This time he wrote me quite a letter, and at the same time inclosed the certificate of assay.

SALT LAKE CITY, U. T., }
October 3, 1877 }

Mr. Bill Nye:

Your specimens of ore No. 36132, current series, has been submitted to assay and shows the following results:

Metal.	Ounces	Value per ton.
Gold.....
Silver.....
Stove polish.....	trace	.01
Old gray whetstone.....	trace	.01
Bromide of axle grease.....	stain	..
Copperas.....	trace	5c worth
Blue vitrol.....	trace	5c worth

McVICKER, Assayer.

In the letter he said there was, no doubt, something in the claim if I could get the true contract with calcimine walls denoting a true figure. He thought I ought to run a drift. I told him I had already run adrift.

Then he said to scoop out my stove polish ore and sell it for enough to go on with development. I tried that but capital seemed coy. Others had been there before me and capital bade me soak my head and said other things which grated harshly on my sensitive nature.

The Vanderbilt mine with all its dips, spurs, angles, variations, veins, sinuosities, rights, titles, franchises, prerogatives and assessments is now for sale. I sell it in order to raise the necessary funds for the development of the Governor of North Carolina. I had so much water in the Vanderbilt that I named the new claim the Governor of North Carolina, because he was always dry.

STRANGE ATTITUDES IN DEATH.

At the battle of Williamsburg a United States zouave was shot directly through the forehead, as he was climbing over a low fence, and his body was found in the last attitude in life ; one leg half over the fence, the body crouching backward. One hand, partly clenched and raised to the level of his forehead, presenting the palm forward as if to ward off an approaching evil.

A brakeman of a freight car on the Nashville & Chattanooga railroad was instantaneously killed by a shot between the eyes, fired by a guerilla. The murdered man was screwing down the brakes at the moment of the shot. After death the body remained fixed, the arms rigidly extended on the wheel of the brake. The pipe which he had been smoking remained clasped between the teeth. The conservation of the last attitude can take place in other circumstances than sudden death from wounds to the brain, the heart or the lungs, although an injury to a vital organ is the most frequent cause of that phenomenon.

A detail of United States soldiers, foraging near Goldsboro, N. C., came suddenly upon a party of southern cavalry dismounted. The latter immediately sprang to their saddles and, after a volley had been fired at them, they all but one rode away. That one was left standing with one foot in the stirrup ; one hand, the left, grasping the bridle-rein and mane of his horse, the right hand clenching the barrel of his carbine near the muzzle, the butt of the carbine resting on the ground. The man's head was turned over his right shoulder, apparently watching the approach of the attacking party. He was called upon to surrender, without response, and upon a near approach and examination he was found to be rigid in death, in the singular attitude above described. Great difficulty was experienced in forcing the mane of the horse from his left hand and the carbine from his right.

On the battlefield of Beaumont, near Sedan, in 1870, the dead body of a soldier was found half sitting, half lying on the ground, delicately holding a tin goblet between his thumb and fore-finger and directing it towards an absent mouth. While in that position the poor man had been killed by a cannon ball which had carried away the whole of his head and face except the lower jaw. The body and arms had been suddenly seized at the time of death with a stiffness which produced the persistence of the state in which they were when the head was cut off. Twenty-four hours had elapsed since the battle.—
PROF. C. E. BROWN-SEQUARD.

A MINNESOTA WEDDING.

The following story is as true as most stories are. The incidents happened in the office of the Wadena County Bank, which bank is located on one of the best business corners of the thrifty little town of V——, said town being situated on the line of the U. P. R. R., ten miles west of Dower Lake and three from Aldrich. The president of the institution was somewhat surprised to have a long, lean, lank, spindle-shanked biped of the male persuasion walk in on him for the purpose of getting married. Mr. Yelper, (the banker), taking in the situation at a glance, informed the gentleman in broadcloth with a Greeley hat and red neck-tie that he was his man, and that his cashier, Mr. Vernon, would get out his license, as he was town clerk. Mr. Vernon not being sure as to his prerogatives carefully searched Webster's Unabridged Dictionary and Thompson's Bank Note Reporter through to see if Mr. Yelper, who by the way, is a great wag, invited the stranger, Mr. Verdant into his well furnished office, with its fine carpets, elegant oil paintings, cushioned chairs and stuffed birds. After a short acquaintanceship, during which Mr. Yelper saw fun ahead, he requested the applicant to bring in his sweetheart at once, as he was ready to proceed. While the gay lover was absent Dr. Magnetism and Hon. M. C. Howard were invited in to witness the ceremony.

Mr. Verdant soon returned hand-in-hand with his lady-love, whom he introduced as Miss Ophelia Madison. The pair were seated side by side, with Howard on the right, the doctor to the left. Mr. Vernon was still at the desk, poring over the Reporter in a great sweat, while the Rev.(?) Jedediah Yelper occupied the front as grand worthy patriarch and master of ceremonies.

Everything being in readiness, the following questions were put and answered :

"Miss Ophelia, are you personally acquainted with this man?"

"I am."

"Mr. Verdant, are you personally acquainted with this woman?"

"I am."

"Miss Ophelia, how long have you known this gentleman?"

"About fourteen months."

"Mr. Verdant, how long have you known this woman?"

"One year and a half."

"Mr. Verdant, how old are you?"

"I am thirty-nine and a quarter."

"Miss Ophelia, your age?"

"Fourteen past."

"Miss Ophelia, don't you think you are rather young to get married?"

"No, sir, ree."

"Miss Ophelia, please state to the court what Mr. Vandant said to you when popping the question?"

The little lady objected, but Dr. M. and Mr. H. informed her that these were all very proper questions, and it was her duty to answer.

"What did he say?"

"He said he couldn't find any body else that would have him, and that he was lonely. Said he had a nice little home, a nice little business, a nice little sum in the bank, and now he wanted a nice little house keeper."

"Mr. Verdant, what did Miss Ophelia say to your proposition?"

"She said that was just the racket she had been waiting for me to get onto, and that she was my "popsey-wopsey" now and forever."

"Miss Ophelia, do you love this man?"

"I do."

"How much Miss Ophelia do you love him?"

"With all my might."

"Mr. Verdant, do you love this lady?"

"I do."

"Mr. Verdant, how much do you love her?"

"Very much."

"Miss Ophelia, can you read and write?"

"I can"

"Mr. Verdant, can you read and write?,"

"I can."

The test was resorted to, and each party wrote a specimen very creditably. Miss Ophelia however demurred a little at this point, stating that her father and mother got married and neither could read or write.

"Where, Miss Ophelia did this marriage take place?"

"At Detroit, Michigan."

"Very likely, Miss Ophelia; the people of Michigan are very illiterate, and such a law would virtually put a stop to weddings. But it is so different in Minnesota. We will proceed. "Mr. Verdant, were you ever married before?"

"No, sir."

"Miss Ophelia, were you ever before joined in the holy bonds of padlock?"

"No, sir."

"We will now postponed this wedding until 2 o'clock next fall, that you may

get consent of your parents, Miss Ophelia," remarked the master of ceremonies whereupon Mr. Verdant thrusts his hand into his pocket and draws forth a document said to contain the consent of the paternal ancestors of the fair Ophelia. Mr. Yelper satisfying himself of the fact, proceeded as follows :

" You will please stand up." " Now join your hands "

He then gave Miss Ophelia a stuffed duck to hold in her left hand, while Mr. Verdant held an umbrella case.

" Now then already. Do not move a muscle on pain of instant death."

Then arranging their hats on the backs of their heads, and instructing each to stand on one foot, he requested Dr. M. and Mr. H. to act as brides' maids but these gentlemen were totally unfit for the task. Mr. H having run his head into a waste basket in his frantic effort to control his emotions, while the good doctor was enjoying a fit of convulsions in an adjoining room. The climate had likewise become rather warm for Mr. Vernon who had dropped the dictionary and Reporter, and was having a can-can of his own in the vault from whence he could not be induced to come forth. Mr. Yelper was not the man to be foiled by small obstacles, and proceeded alone.

The contracting parties were informed that a few more questions were essential at that stage.

" Mr. Verdant, can you support a family ?"

" I can."

" Did you ever ?"

" No."

" Then how do you know you can support a family until you have one to support ?"

He gave it up.

" Have you a farm !"

" I have."

" Have you a house ?"

" I have."

" Is there a celler under the house ?"

" Yes."

" Is there a celler over the house ?"

" I think not."

" How large a family will this house accommodate ?"

" About six or seven,"

" How much are you worth ?"

" Eighteen hundred dollars,

"Are you willing to give the lady of your choice half?"

"I am.,'

Mr. Y. accordingly made out a note of nine hundred dollars in favor of Ophelia, which Mr. Verdant signed.

Ophelia was then questioned at length as to her accomplishments. Meanwhile Mr. Vernon had repaired to the office of Judge S. and brought that gentleman into the presence of the unlucky pair. Mr. Yelper stated that he had gone as far as his jurisdiction warranted and introduced the judge, who was to put on the finishing touches. That worthy was fairly paralyzed for a moment at the spectacle presented. The doctor on his face, biting the dust, Hon. Howard head-first in the waste basket. Mr. V. and Miss Ophelia each standing on one foot, with stuffed birds in their hands, while Mr. Y. was as solemn as a deacon. It was enough to throw a man off his base, but the judge quickly recovered his equilibrium, and tied the knot with characteristic coolness, pocketed his dollar and fifty cents and departed in peace. Hearty congratulations were offered, especially by the good doctor, who embraced the blushing bride and imprinted on her cheek a lingering kiss.

Mr. Yelper, generous soul, threw off his charge on condition that the elected set up the cigars for the crowd, which he did at the rate of two for four cents. The meeting then adjourned and the happy pair took a freight train for Wadena, where they will reside.—*Pecks' Sun*.

"JIST AFORE."

THE FAITH THAT MOVES MOUNTAINS OF EARTHLY TROUBLES AND SORROWS.

"Black-skinned, ignorant, uncouth—what was it to the world if he lay dying? They passed his humble door with careless thought as the dampness of death gathered on his brow, and the children on the corner never once ceased their noisy play as the shadow of death flitted around the open door."

"Chloe!"

Yes, she was there. Old and wrinkled and black, her heart aching, her eyes full of tears, she sat by his bedside alone.

"Chloe, how long ago was it?"

"Nigh on to fifty y'ars, Moses," she whispered. "De same master owned us boaf; we worked to-geder in de same cotton fields; we prayed de same pray'rs —an' sung de same hymns togeder in de long ago."

"An' de chil'en?"

"Dead—all dead! It has bin twenty years since the voice of de last one made our hearts beat faster."

"An we has bin alone!"

"All alone, Moses. Our ole hearts has pained and ached fur dead an' gone, an' we has sometimes cried out:

'COME HOME CHIL'EN—

come back to us!" but the dead cannot return."

"An' de time has bin long?"

"Yes, honey. We has been pinin' an' longin'. We has bin on a journey an' hopin' fur de end of de road."

"An' we has bin poo' an' lowly?"

"De same. Hunger an' cold have shared our home fur y'ars an' y'ars, an' de world hardly knows dat we am upon airth."

"An' now, Chloe, I'ze gwine 'way to leave you?"

"Yes, Moses."

"An de nights will seem darker an' de days longer when I am gone. You'll have anoder mem'ry to make de heart ache—another sorrow to dim de poo' ole eyes wid tears. I wish de Lawd had called you fust."

"No, no, Moses. What He doeth am fur de best. Men has told you dar' was no God."

"But dar am, Chloe! I'ze got the feelin' heah in my heart. I'ze got such peace an' contentment dat I'm sinkin' away like a chile gwine to sleep!"

"An men have scoffed at a hereafter for de soul."

"IZ'E DRIFTIN TO IT,"

he whispered as his face lighted up. "I kin see across de dark valley into de glorious sunshine of de speerit world!"

"An' dar am happiness an' rest for eben sich as us."

"Come cluser, Chloe! Lay your face on mine. I'ze driftin'—I'ze partin' wid dis poo' ole body an' dis black skin. I'ze leabin' ole age—sorrow—hunger an' pain all behind. De sunlight from across de valley falls upon your face, an' it am whiter dan snow. It am de sunlight of de hereafter—of heaven! Cluser, Chloe! I'ze driftin'—driftin'—!"

And as she held the hand of the dead and rocked to and fro her face wore a smile of happiness.

"Jist a few days afore me," she whispered; "jist long 'nuff to tell 'em I'ze ole an' poo' an' lonely an' want to come up dar so bad! An' de chil'en will be dare, an' we'll all be young again, an' Moses will meet me on de bank of de ribber an' tell 'em dat my faith has never wandered nor weakened from all de trials of a lifetime!"—*Toronto Globe*.

SOBRIETY PAYS.

We want to say one thing to railway boys both old and young, sobriety pays, or in other words regular habits of a moral and healthy character yield them a larger percentage than to any parties in other avocations of life. We mean by percentage, health, honor and manhood, the most covetable prizes in the battle of life. How are these to be gained? By energy and strict attention to business, theirs of all others in life being at times the most arduous and dangerous, and sobriety and regular habits are the foundation upon which they can only and always rely to be able to fill the bill and do their full duty. Through their hands passes the great majority of the products of the world in its onward march to and fro between the great commercial centers of the world. In their care also are placed the confidence and trust of the husband, wife, father, mother, son and daughter, that all will be well with their loved ones as they speed onward in their transit to and from happy homes. Boys, do you ever stop to think of all this? Most wonderful and precious in both gold and human souls is the charge placed in your care. The railway boy with his brown hands, his sun tanned and weather beaten face, we all know has a great big generous manly heart within his manly breast that prompts him to feel the importance of his position and calling and causing him at all times as he would express it, to try and "stand up to the racket," and he generally does, but boys if you would always be prepared to show a clean balance sheet or record, take our advice given in this article, it is intended for your good, never use intoxicants. No matter how weary and worn in your work, never let the insidious draught touch your lips, it might mar and blast a lifetime for you. For we tell you it is not with you as it is with other men, there is through your occupation in life a terrible and grave responsibility resting upon you, from the greatest manager to the humblest switchman, alike, you are burdened and loaded down with the lives of millions on millions of human souls. You carry in the strong grasp of your hand the scratch of your pen, or the click of your instruments, the happy or broken hearts of thousands of your fellow creatures.

"Act well you part, therein the honor lies."

Of course as the old saying goes "accidents will happen in the best regulated families" but do not let them come through neglect of duty. The verdict had much better be a new broken rail caused by severe cold, than a broken and disturbed mind caused by artificial heat produced by intoxicants. We are glad to note most of the boys realize their responsibility and act upon it, but let all of them put their names on the honor roll.—*Railroad Reporter*.

HOW WILL CARLETON'S MOST POPULAR POEM CAME TO
BE WRITTEN.

"Under what circumstances was your poem 'Over the Hills to the Poor House' written?" Mr. Carleton.

"While at school I was interested in visiting the almshouse and chatting with the paupers. Among the acquaintances I made there were two very worthy old people whose children had abandoned them in their old age. The father told his story. The details were not of course the same as related in the poem, but in them was the idea afterwards elaborated."

"Did it not have a strong moral effect?"

"It did. It was published in the *Harper's Weekly* at the time with illustrations. In two months a friend wrote me the verses had produced on him such a wonderful effect that he immediately sent a check of \$100 to his parents whom he thought had been by him too much neglected. I have heard of cases where people have been taken out of the Poor House by penitent children. In this connection I might instance the case of an old man who died a pauper at Cleveland. When his satchel was opened and its meagre contents examined a copy of the poem was found carefully rolled up. From these and numerous other affecting incidents, I believe that the poem has done some good. 'Betsy and I Are Out' has come back to me at numerous times. When stopping at a hotel in a large city recently, the proprietor came up to me, and in a demonstrative manner told me that those verses were the means of reuniting himself and his wife."—*Denver Tribune*.

TWO FOR A QUARTER.

He was smoking a fine-flavored Havana when he met his friend.

"Have a cigar?" he inquired politely.

"Thanks," said the other gratefully, taking and lighting the proffered weed.

After a few experimental puffs, however, his friend removed the cigar from his lips, and looking at it doubtfully said, with a very evident abatement of gratitude in his tone:

"What do you pay for these cigars?"

"Two for a quarter," replied the original proprietor of both weeds, taking his own cigar out of his mouth and looking at it with considerable satisfaction:

"This cost me twenty cents and that five."

The conversation languished at this point.

A YOUNG MINISTER'S QUESTION.

A young minister who succeeded an old worker in the promulgation of the gospel to the people of a "wild and woolly" section of Arkansas, approached the old brother and asked :

"What kind of people am I likely to meet?"

"All kinds."

"Any rough characters?"

"Some of them are pretty tough."

"Suppose they insult me, what must I do?"

"Sorter santer off as though business called you away."

"Suppose they follow me?"

"Santer a little faster."

"Suppose they chase me?"

"Then santer like the deuce."

"And if they catch me, what then?"

"In that case, I reckon you had better wait 'till they get through with you, and then if you are able you'd better santer."

GRANT US THY PEACE.

Grant us thy Peace ! Our summer time is over,
 The days of dreaming and delight are past ;
 Heavy and chill the wintry shadows gather,
 One boon we crave, the sweetest and the last,
 Grant us Thy peace !

To others give the cup of joy full flowing,
 The bounding health, the strength for noble strife ;
 We, too, have known the sunshine of Thy favor,
 Now, in the storm and bitterness of life,
 Grant us Thy peace !

The New Year comes with festival and gladness,
 In happy homes he sits, a smiling guest ;
 But from his face we turn in silent anguish,
 We, who have lost our sweetest and our best.
 Grant us Thy peace !

It is enough ; be this henceforth our portion ;
 If less of earth, yet more of Heaven and Thee !
 Until the hour of rapture and of triumph,
 When Thy beloved voice shall set us free.
 Grant us Thy peace !

LEGAL DEPARTMENT.

All matter under this head is taken by special permission from the legal column of the *Railway Age*, one of the most reliable railway publications now issued, and we believe all will find them reliable.—EDITOR.

Corporation—Citizenship—Renewal of Cause.—Plaintiff, a citizen of New Hampshire, brought suit against the defendant's company for personal injuries received by him. The company removed the case to the United States circuit court, for the district of New Hampshire, on the ground that it was not a citizen of the "Old Granite state." On motion to remand the case to the state court, it appeared that the first act of incorporation of defendant's company was in New Hampshire; that subsequently its lines were extended into Massachusetts and Maine, and consolidated under identical laws in the three states.

The court in delivering its opinion, said; "The supreme court of the United States has decided that when the same corporation owning a road which runs through several states, is chartered by each of them, it is by a useful fiction to be considered for the purpose of jurisdiction a citizen of each of the states. The operation of this rule is usually avoided by chartering the company in a single state and merely authorizing that identical company to do business in other states. In such a case it remains a citizen of the first state. If, however, there are charters in several states, the corporation, when sued in one of them as a citizen of that state, cannot set up that it is likewise a citizen of another state. The fiction which makes two or three corporations out of what is in fact one, is established for the purpose of giving each state its legitimate control over the charters which it grants, and that the acts and neglects of the corporation are done by it as a whole. That the injury was done to the plaintiff in Massachusetts and that the judgment will bind the corporation in that state, is immaterial in considering the question of jurisdiction."—*Horne v. The Boston and Maine Railroad Company*, U. S. Circuit Court, District of New Hampshire, November, 1883

Salary—Payment—Receipts—Evidence.—Receipts for salary are at least *prima facie* evidence of the payment of the money.

Plaintiff sued to recover of defendant corporation the sum of eight hundred and two dollars and twenty-one cents, with interest from the first day of September, 1876, being a balance alleged to be due the plaintiff, at the date mentioned, for services theretofore rendered by him for defendant as superintendent of its street railroad. Plaintiff was engaged as such superintendent, at a salary of \$200 per month, for many years preceding September 1, 1876. On that day his services terminated. During most of that time he was also one of the directors of the defendant, During the same time one O'Neil was its secretary. When these relations were first assumed, the same that was

moved to the defendant's office, to be used as its safe, contained certain papers, jewelry, trinkets and money belonging to the plaintiff, which the latter permitted to remain there, in charge of O'Neil for safe keeping. The secretary was charged with the duty of paying the employes of the defendant, and was furnished with the necessary funds for that purpose, and every month during the plaintiff's term of service, he signed and delivered to the secretary, in writing, a receipt acknowledging the payment by defendant of full amount of his salary for such month. Such receipts are at least *prima facie* evidence of the payment of the money.

But the plaintiff seeks to avoid the effect of the receipts by saying that as a matter of fact, when he gave the receipts he did not get the money, but left it with the secretary, to be drawn by him from time to time as he desired. That the plaintiff did leave the money in the hands of O'Neil is quite clear from the record, but that the defendant is not responsible for any loss occasioned hereby we think is equally clear. Plaintiff evidently had confidence in O'Neil. According to his own testimony, he left his private papers, jewelry, trinkets, and money made in speculations, with him for safe keeping. In the same way, we think, the evidence shows he left his salary. In his testimony the plaintiff says :

"I was a director when Mr. O'Neil was made secretary. He was the secretary and I was the superintendent. We lived in one office for sixteen years and never had a dispute. I signed the receipt for salary because the money was safe. I was superintendent of the company, and whenever I wanted to draw it I knew it was good. I had all that I had as valuables in the safe, and private papers. I had two bags of money, one of foreign and domestic coins that amounted to several hundred dollars, and lots of other things. I never drew my salary money out except that I drew it out on order. Mr. O'Neil kept it there in the safe, and everything else while I was with the Omnibus Railroad company." And again: "At the time I first commenced doing business in this way with Mr. O'Neil, I told him, 'This is my old safe, you are carrying the key of it, and my things are all in there, and I am going to make this my bank and going to leave my money with you. I will leave it here in the safe all the time. I being superintendent and director, I thought it as good as a bank. I speculated and made money on the outside, and I carried it there for safe-keeping, and Mr. O'Neil always had the keys of that safe. I think Mr. Jorden had the key if he was absent.'"

Whatever loss occurred to the plaintiff by reason of leaving his salary in O'Neil's hands, the plaintiff must stand. Both he and O'Neil were officers of the defendant. The company furnished the latter with funds with which to pay the wages of its employees, and each month the plaintiff executed his receipt for his salary. So far as the company could see, it was paid in fact, and we think it was paid in contemplation of law as well as of the parties—the plaintiff, for reasons of his own, electing to leave the money in the hands of the individual O'Neil, Remanded.—*Gardner v. Omnibus Railroad Company Supreme Court, California, April 20, 1883.*

RAILROAD DEPARTMENT.

Robert Neilson—A Former Elmira Man to be Made Vice-President of a Great Railway.—A special telegram received in this city yesterday morning from Philadelphia, announced that Superintendent Robert Neilson had been selected for Vice-Presidency of the Philadelphia and Reading railroad. This will be gratifying news to Mr. Neilson's numerous friends in Elmira, where he lived several years. Mr. Neilson, who is now about fifty years old, has been a railroad man for over half his life time. His native place is Lennox county, Ont. He is a graduate of the Polytechnical school, of Troy, N. Y. He was connected with the construction corps of the Philadelphia and Erie railroad, when it was building, and later was located at Renovo, as assistant engineer of the line, where he remained a considerable time. He was next made superintendent of the West Penn. division of the Pennsylvania railroad, with headquarters at Blairsville. About 1874 he was changed to Elmira, becoming superintendent of the Elmira and Canandaigua division of the Northern Central railway, and succeeded J. A. Redfield. September 1, 1881, he vacated that position, to be succeeded by Spencer Meade, the present official. Mr. Neilson then became general superintendent of the Philadelphia and Erie division of the Pennsylvania railroad and of the Susquehanna and the Shamokin divisions of the Northern Central railway, with headquarters at Williamsport. In January, 1883, the Baltimore division of the Northern Central railway was added to his department, making over 8,000 miles of line under his superintendence.

Mr. Neilson came to the Philadelphia and Erie railroad in 1867; his first duty being as assistant engineer in charge of construction between Emporium and Kane.

The directors of the Philadelphia and Reading railroad company decided several weeks since that it would be necessary to create the office of Vice President in the management of the company, and a number of names were selected. Among those were that of Mr. Neilson. It was learned that he would accept the position, and be elected at the next annual meeting of the company in January. The duties of the Vice-President are to be merely in association with the policy of the company and the management of its finances; and the salary connected with the office is understood to be about \$20,000 per annum. Mr. Neilson is regarded by all who have an opportunity to know him well, as a phenomenal railroad man. He has filled every position he has held with marked ability and success. He is highly regarded by all the subordinates and employes of his departments. He is a gentleman of property, having a fine estate in Canada, where he has a handsome summer residence, to which he went yesterday to take his family to Williamsport.—*Elmira Advertiser*.

We clip the above from the Elmira Advertiser, and the latter part we can

endorse fully. We have personally known Mr. Neilson for ten years, and we do not believe that he had an enemy in the service. He has filled his position with a dignity and gentlemanliness that is seldom found, and as an educator and organizer in the service he has few equals and no superiors. He is thoroughly practical in his ideas, and all will regret to see him leave the service of the Pennsylvania Railroad, where he has spent so many years and built up so many pleasant associations. Those who have been employed under him, we believe, will join to a man in wishing him success in his new position, should he except, but all would prefer to see him climb the ladder to the topmost round with this company, as they all believe him to be one of the best railroad men in the country. Personally we look upon him in the light of a father in railroad business. We were but a young man in the service when Mr. Neilson was made superintendent of the E. and C. division of the N. C. R. and during the 'entire' period of services under him it was one steady course of study, and there has passed out on the stage of railway life, graduating under him, some of the first railroad men in the country, and we believe we speak from the rank and file of the conductors, who served under him on the E. and C. division from 1873 to 1881 when we say, separated through we be, yet we unite in extending our hearty congratulations and best wishes for his future success in life whether it be in the P. R. R. or P. and R.

A Railroad Manager's Illness—Mr. Merrill, of the St. Paul System, in a Precarious Condition.—The continued serious illness of General Manager S. S. Merrill, of the St. Paul System, causes great apprehension among his immediate friends, who know the exact nature of his illness. He suffered a relapse about the first of September, and since that time his condition has been extremely precarious. During the late soldier's reunion in Milwaukee, Mr. Merrill was caught in a rainstorm and was thoroughly drenched. The succeeding day he took a long ride in the country. He was just recovering from a serious illness of several months' duration, and over-exerted himself. The result was a second stroke of paralysis, rendering his arm and side useless. The attending physicians are fearful of another stroke, which would undoubtedly prove fatal. If it can be averted there are hopes of recovery, which will necessarily be very slow. Mr. Merrill is a man of wonderful constitution, but his age is against him in this fight. He is sixty-five years old. The last paralytic stroke affected the muscles of his head, and he was flighty for several days. This feature has been quite alarming. The sufferer is receiving the closest and best medical treatment the country affords, and his thousands of friends over the Northwest all hope that he will finally master the aggravating and distressing disease that has attacked him.

Mr. Merrill is one of the best known railroad men in the country. He has been the General Manager of the vast St. Paul system continuously since 1865. A year prior he was the Manager of the Winona and St. Peter road, having gone to it after long years of service on the St. Paul. After a short experience he was induced to return to his first and last love. With the exception of a

few days spent at his desk, just before his second stroke. Mr. Merrill has not been able to perform the duties of his office for nearly a year.—*Chicago Tribune*.

Where to Look for Work.—The prevailing depression in the iron trade of this country has brought much distress and suffering to hundreds of families that depended on the weekly wages of men employed in various departments of the iron working industries. Many other trades are slack, in sympathy with the iron and steel depression, and a greater proportion of workmen are idle than has been the case since the worst times that followed the financial panic of 1863. The system of natural distribution which transfers the surplus hands from overcrowded occupations to those susceptible of immediate employment, is going on, but many of the workmen who are taking part in the transition are enduring considerable hardship. The tramp is again abroad in the land, and in too many cases the honest workman, who has been thrown out of employment through no fault of his own, and who is now searching for some "brother of the earth" who will "give him leave to toil" is being classed with the worthless mendicant, and treated as such. This country keeps up excellent means of transporting cheaply the surplus population of other countries, from the seaboard to districts where their services are likely to be needed. It would be conferring great benefit upon our own citizens if arrangements were made to transport idle men cheaply from the districts where they are not wanted to those regions where labor is in demand. We think the new Bureau of Labor Statistics could be advantageously used to furnish information about where labor was wanted, and where it is in superabundance. Information of this kind would guide men in search of work to the right places to go and would prevent much hardship that results from men groping in the dark as it were, and not knowing where to find what was almost in their grasp.

To those out of work we hear the oft repeated advice given, "Go West" but that recommendation ought to be supplemented by a bill of particulars. There are good farms yet to be obtained in Dakota, Nebraska, Minnesota, and other Northwestern States for the pre-empting, but it is mere cruelty to tell a moneyless iron-worker to go and turn farmer when he would starve while a crop, the product of his labor, was growing. To go successfully into work of that kind a man must have some previous training to farming, and he must have the means to buy implements, seed, and food to keep him until returns begin to come in. But while he is not in a position to turn land owner and farmer all at once, he can go into Western cities and take a share of the work resulting from an increasing agricultural and mining activity. A man who is willing to work, and who is not particular about an occupation, will not long be idle in any town west of the Mississippi, especially in the Northwestern States. If he does not get the kind of work his previous training best adapts him for, he can generally contrive to make a comfortable living till something turns up. The man worst adapted for frontier towns is the specialist who will work at nothing but the occupation he has been brought up to. Waiting for an opening in his own line often proves equal to waiting for the wolf of hunger to visit his door.—*American Machinist*.

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases* where nom-de-plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

(IN MEMORIAM.)

When a good man passes away, we look around to find,
 One who can take his place, one just as good and kind ;
 But alas, 'tis hard, hard work, for we find so very few,
 Who have lived a worthy life, been honest, upright and true.

So when this brother died, we all felt that God had come,
 And taken one we all prized the most, we would miss any one ;
 But the circle seems so broken, when we meet at the first roll call,
 Death answers, I have taken the noblest Roman of you all.

A voice replies, some one will fill the place, God grant it true;
 But when you look around, it is not me nor even you—
 For when 'tis filled, there must be one to take his part
 Who lives by gaining friends, through the kindness of the heart.

I have met many since he died. Each took my hand and said,
 Have you heard the sad, sad news, "Good Bro. Long is dead!"
 Methinks we never knew his worth, his treasures all unknown,
 Until his Father taught us, when He called the good man home.

A good man's chair is vacant in our council room to-day,
 God had a place for a friend, when He took the brother away,
 In ministering thoughts he may oft return, true goodness never dies,
 Though earth may lose, yet Heaven gain, a noble, glorious prize.

Some one to fill his place ; ask the sorrowing wife to-day,
 As she drinks in the deepest sorrow, that can ever cross her way ;
 Some one to say good-bye, as she stands at the open door,
 And looks for his returning—coming back nevermore.

Some one to fill his place, ah never ! for be it known,
 It is all we can do in this life, to even fill our own,
 So let us not think to find another ! 'Tis enough for every one,
 To fulfill life's mission faithfully, our own work well, well done.

Happy hours we have passed with you ; no words that we can tell,
 Can express the heartfelt grief, as we think of the last farewell !
 We all remember the parting, the look of the soft bright eye,
 When we took the hand of Brother Long—bade him the last good-bye.

E. H. B.

PROMOTIONS.

We have read, during the year, a great many articles on the above subject, which all appear to us to have been written by some one foreign to the service, at least ; but one side has been considered, and as this is a question that has two good sides or standpoints, from which to discuss the matter, we will feebly, perhaps, take the *other* side in this article, and we start with the idea that in order to successfully operate and manage a railroad, certain rules are necessary, and in order to accomplish their mission they must be strictly adhered to, and it is the duty of the officers of that line to see that they are enforced.

Would it look consistent and be conducive to maintaining good discipline if officers first violate the same rules they ask subordinates to carry out, and would it not be somewhat inconsistent for an officer to call in an employe under him and undertake to correct him for violating the very rule he himself had violated ? We think so.

We find, upon examination, that there is upon most of the statutes of every company a rule that reads something like this : " All employes of this company will be considered in line of promotion, dependent, however, upon faithful discharge of duty, and capacity to assume increased responsibility." There is, perhaps, no rule or law in the whole catalogue that is more often violated ! How are officers to know whether a man can assume increased responsibility if they do not call in their employes from time to time and examine them ? We are sorry to say this is not the case, but that which is the curse to any service creeps in and some incompetent favorite is placed in a position that is merited by older and more faithful employes ; they are not even given a chance to qualify for promotion. What incentive have employes to work if not to better their position in life ; but we hear the reply, " We pay them for their work." True, but it is equally true, that a man who works for the money paid him is

of but little if any service to any except when paid, and there are a thousand and one things about a railroad that are attended to by diligent, faithful employes, who have promise of promotion that are not attended to by those who have no promise of such advance.

Then it would seem to the interest of all companies to strictly adhere to the law governing the case. It would have a tendency to build up a wholesome strife, to excel in his position, in order that he might the sooner reap the reward of his labor, and the whole service is brought to a higher and more beneficial standard, which cannot help but benefit all connected therewith, especially the company ; but we are sorry to say that it is too often the case that the *favorite system* prevails, and we see employes go about grumbling at this, that and the other, and performing the service grudgingly, and doing just as little as they can for the money paid. Now the question comes, are those officers, who take the latter plan, working for the company or themselves ? If either of the latter is the case, and they are directly responsible for this condition of affairs in the service, is it right and just between man and man ? Would you like the same treatment on the part of your superiors ? Should you have \$500,000 invested in a railroad, would you retain in your employ men who would not work for your interest ? We think not

We can call to mind instances within our observation, and one in particular—a man known to be an habitual user of intoxicating liquor, was retained in the service in an important position, while a dozen of his associates were promptly discharged for the same offense ! You, who are in charge, do not flatter yourself that your associates are blind,—far from it. Each inconsistency is noted and discussed, and you cannot escape many times just criticisms passed on your acts. There is but one way to manage a service to make it effective, and that is to adhere strictly to the rules laid down for the government of all employes, from the highest to the lowest. Each one in the staff “rendering unto Caesar the things that are Caesars,” and we are sure when promotions are given, no elder employe should be passed over, except for cause, and in each case the cause should be plainly stated and a mutual understanding had, not put him off with a half perfected answer, or no satisfaction at all. Deal with all employes fairly and face to face. When a question is asked answer it without dodging if you can, and thereby retain the respect of every man in your department, which you cannot if you continually dodge and fail to give any reply when called upon to do so. Be consistent in all acts before your men, and thereby merit that respect and confidence that all must have to arrange and perpetuate a perfect service.

C. S. WHEATON, G. C. C.—*Dear Sir and Bro.:* I respectfully submit my report as your deputy for the organization of Richmond Division, No. 152, at Richmond, Va. Arriving at the once famous capitol of the confederacy on the afternoon of the 27th. On the 28th in special session of the grand division, obligated and instructed fourteen of the eighteen charter signers in both degrees. The following brothers were elected officers for the ensuing year: J. W. Hancock, C. C.; G. W. Taylor, A. C. C.; J. T. Johnson, S. & T.; J. B. Hendon, S. C.; J. L. Pettus, J. C.; R. S. Broek, I. S.; A. J. Blanton, O. S.; J. T. Johnson, correspondent for the Monthly and delegate to Seventeenth Annual Grand Division, with J. L. Pettus for alternate delegate. Installed officers and constituted Richmond Division No. 152 into regular working division, the officers and members all taking a lively interest in our noble order.

Was pleased to find the name of brother S. C. Beach, of Ashton Division No. 126, on the register of the Exchange. Inquiry found our good brother Beach confined to his room suffering from a severe attack of cholera morbus and was not able to leave his room when I left him Monday, and brother B. says he will not eat any more raw oysters when the thermometer registers 100 in the shade.

Yours in P. F.,

C. A. Wood, D. G. C. C.

KEOKUK Iowa, 1884.

DEAR WHEATON—"Jackson" Division, No. 149, was organized at Jackson, Tenn., Sept. 23d, 1884.

The special session was called to order at 7:30 p. m., and after a few preliminaries the following petitioners for charter were obligated and instructed by communication:—G. B. Harris, W. N. Harris, C. W. Shearin, J. D. Morgan, P. B. Wilkinson, F. S. Richardson, S. F. Bencina, G. E. White, W. D. Neff, S. H. Neff, J. C. Reynolds, B. B. Tolson, Geo. J. McLean.

The chairs were then filled as follows: C. C., L. R. Carver, Des Moines div. 38; A. C. C., W. D. Neff, Jackson div. 149; S. & T., J. H. Decker, Three States div. 18; Sr. C., W. N. Harris, Jackson div. 149; Jr. C., B. B. Tolson, Jackson div. 149; I. S., Geo. J. McLean, Jackson div. 149; O. S. P. B. Wilkinson, Jackson div. 149; Assistant to C. C., Bro. G. B. Harris, Jackson div. 149; Assistant to S. & T., Bro. J. D. Morgan, Jackson div. 148. A division was then regularly opened and Messrs. J. W. Baker and B. F. Wheeler where regularly initiated, promoted and instructed in the work in regular order. The division was then instituted, when an election of officers was held with Bros. G. B. Harris, J. D. Morgan and J. H. Decker as tellers, and the following

were elected and installed, Bro. J. H. Decker as Grand Marshal : C. C., G. B. Harris, box 256, Jackson, Tenn. ; A. C. C., W. D. Neff ; S. & T., J. D. Morgan, box 75 Jackson Tenn. ; Sr. C., W. N. Harris ; Jr. C., B. B. Tolson ; I. S., Geo. W. McLean ; O. S., C. W. Shearin ; Delegate, J. D. Morgan ; Alternate, J. C. Reynolds ; Correspondent, W. N. Harris. Those on the list and not presented were Mr. R. T. Beatty, M. Fuesha and J. E. Barry. There is good material in this division, and I expect to hear a good report of No. 149. The time of meetings are to be hereafter determined. All of which is respectfully submitted.

Yours in P. F.,

L. R. CARVER.

KEOKUK, Iowa, September, 1884.

DEAR BROTHER WHEATON—"Lookout" Division, No. 148, was organized on September 25, 1884, assisted by Bros. W. W. Ward, of Division No. 170, and Jo. H. Lattimer, of Division No. 135.

The special session was called to order at 11 o'clock a. m., by your deputy, and the object of the Order briefly stated, when the following signers to petition being present, were obligated and instructed in all the work by communication : Bros. John H. Peebles, Charles Gulden, Peter Gorman, N. A. Hamman, M. A. Ford, R. R. Stallings, A. J. Hall, Harry P. Ryan, Thomas M. Mitchell, Charles Toms, R. B. Stegall.

The chairs were then filled as follows, and a division regularly opened :

C. C., L. R. Carver, of Des Moines, No. 38 ; A. C. C., Thomas M. Mitchell, Lookout Division, 148 ; S. & T. Jo. H. Lattimer, Rock City Division, 135 ; S. C., W. W. Ward, Cincinnati Division, 107 ; J. C., A. J. Hall, Lookout Division, 148 ; I. S., H. P. Ryan, Lookout Division, 148 ; O. S., Peter Gorman, Lookout Division, 148, and Messrs. E. A. Sherman and F. N. Sasaman were regularly initiated, promoted and instructed in all the work.

Those on the list unable to be present were Messrs. J. C. First, Baker Smith, J. W. Oliver, J. V. Taylor, John Shewer, G. C. Dixon, C. D. Stover, William James R. R. Hargis, Otto Figure, S. J. Martin, W. A. Reagan, T. J. McAlister, J. C. Moore, John F. DeArmand, R. C. Hicks, Robert Weyley, S. M. Rouse, D. A. Ramsey, Ed. Preston, S. W. Shrum, J. F. Walker, Smith Coons.

The division was then instituted and an election and installation of officers was held with Bros. Ward, Mitchell and Stallings as tellers. The following were elected and installed : C. C., John H. Peebles, care of Union Depot, Chattanooga, Tenn. ; A. C. C., T. M. Mitchell ; S. & T., Robert B. Stegall, No. 417 Gillespie st., Chattanooga, Tenn. ; S. C., R. R. Stallings ; J. C., M. A.

Ford ; I. S., Charles Gulden ; O. S., Peter Gorman ; Delegate, Charles Toms ; Alternate, N. A. Hamman ; Correspondent, R. B. Stegall,

The division was named after Lookout Mt. The time of meetings is to be hereafter determined. I am proud of the material that composes this division, and of those on the list, many of them having grown gray in the service of their respective roads—veterans in the service, and splendid gentlemen, too. All of which is respectfully submitted for your consideration by

Yours in P. F.,

L. R. CARVER.



MAUCH CHUNK, Pa., 1884.

C. S. WHEATON, G. C. C.—*Dear Sir and Bro.:* Another star in the firmament of our glorious order has made its appearance in the shape of E. D. Horn Division No. 153, at Mauch Chunk, Pa., with twenty-six charter members. As directed by you, I journeyed to Mauch Chunk where I met our good brother H. J. Seigfried and E. D. Horn, of div. No. 9 ; also Bros. Wilson Marsdon, G. Hiller and W. Hetrick, of div. No. 37 ; also Bro. Waterson, of div. No. 147. Special session of Grand Division called to order at 10:30 a. m. Twenty-one charter members were obligated and instructed by C. A. Millard, D. G. C. C.; Bro. W. Marsdon, D. A. G. C. C. div. No. 37 ; Bro. E. D. Horn, D. G. S. C., div. No. 9 ; Bro. H. J. Seigfried, D. G. J. C., div. No. 9, when we repaired to the Broadway house where we sat down to a sumptuous repast prepared by J. S. Keiser, proprietor. Special session was called to order at 2 o'clock p. m. when the degrees were conferred upon four candidates. Meeting closed at 4 o'clock p. m. The division was named E. D. Horn Division, No. 153. An invitation was received to ride over the celebrated Switch Back railroad, by our old friend Theodore Mumford, sup't. To say the trip was grand and the scenery elegant does not express it. The following officers were elected : Jacob Rimmel, C. C.; James Walker, A. C. C.; Michael Gellespie, S. & T.; E. Conroy, S. C.; Lewis Geggus, J. C.; Jerome Klotz, I. S.; Walter Smith, O. S.; Eugene H. Blakesly, delegate ; J. Rimmel, alternate ; Jacob Rimmel, correspondent for Conductors' Monthly. Meet in Odd Fellows temple on first and third Sundays at 2 o'clock p. m.

Yours in P. F.,

C. A. MILLARD.

Thackery tells of a woman begging alms from him, who, when she saw him put his hands in his pocket, cried out : " May the blessing of God follow you all your life ! " But when he only pulled out his snuff-box, she immediately added, " And never overtake ye."

THE BRAKEMAN.

(A TRUE STORY.)

The red light gleamed from the station door,
But the heavy freight went thundering by,
While an anxious look stole swiftly o'er
The night man's face, who questioned "Why?"

For the night express, with right of way,
Was nearly due; and there seemed to be
Small chance to escape a dangerous "lay,"
Perhaps a wreck for the company.

But once its length No. nineteen passed,
When came for orders the engineer,
Who over his crew a quick glance cast
And said with an oath, "One man's not here!"

"I missed him or we had not gone by,
Is only a new man at the brake;
For thick smoke I couldn't see, but I
Mighty fear he has giv'n us the shake."

They took their lanterns and passed along
Each side of the heavily loaded train,
And some were singing a merry song,
And some were silent in dread of pain.

The hush of peace o'er the broad earth slept;
The pitying stars seemed far away;
And the pearly dew, as tear drops wept,
Glistened along the great highway.

Lo! at their feet, each one held his breath.
What was it that greeted them beside?
Bowed down in dust, quivering in death,
A mangled heap with a crimson tide.

Silent they gazed in the glazing eyes,
Revealed by the ghastly signal light

To that strong crew, it was no surprise
Tho' their stout hearts ached, that starry night.

For day by day, each with life in hand,
Ever to come, and ever to go,
They speed away o'er the iron band
And wait their summons perhaps just so.

"Well, he has passed in his checks," they said,
And onward steamed o'er the iron rail ;
The living crew from the brakeman dead,
One martyr more of the Mogul's trail.

At noon the coroner came to sit
And gaze on the stricken youthful form ;
He went to the spot, examined it,
Where death had come on that autumn morn.

And wrote in his book the age, the name,
(Such accidents happen every day.)
" *The railway company not to blame.*"
Then took out his *pass* and went away

They placed the dead in a casket plain,
And bore him back to his northern home ;
His mother's home, where wind and rain
Sweep down through forests pines amon.

Oh, when loved ones go in silence down,
And dust unto dust, mute lips ye press,
Is there joy, or sorrow, once can drown
Grief, and longing for a last caress.

Without a scar on the pallid brow,
That clustering locks so gently pressed,
He seemed as peacefully sleeping now,
A long, long, deep sleep of perfect rest.

But that was all ; *she* would never know
Of the torn and riven form that lay

Beneath the snowy winding sheet, so
Folded down over the mortal clay.

A company's missive came to know
The expense incurred for the brakeman dead ;
The agent added just below
"One bottle chloralum," *all* he said.

So that mother, far mid the northern pines,
Weeps o'er the grave of her loved and lost ;
No gold in her coffers ever shines
Since over her boy the freight train crossed

Only a brakeman, youthful and strong,
Setting up brakes as he rode along ;
Dead, alone, an unfinished song
On his cold lips ; can there be no wrong ?
Value—"One bottle chloralum."

MRS. CORA EDLA BENSTER,

MAYBE YOU DO.

When a pair of red lips are upturned to your own,
With no one to gossip about it,
Do you pray for endurance to let them alone ?
Well, maybe you do—but I doubt it.

When a sly little hand you're permitted to seize,
With a velvety softness about it,
Do you think you can drop it with never a squeeze ?
Well, maybe you can—but I doubt it.

When a tapering waist is in reach of your arm,
With a wonderful plumpness about it,
Do you argue the point 'twixt the good and the harm ?
Well, maybe you do—but I doubt it.

And if by these tricks you should capture a heart,
With a womanly sweetness about it,
Will you guard it and keep it, and act the good part ?
Well, maybe you will—but I doubt it.—*Elmira Gazette.*

BROTHERHOOD OF LOCOMOTIVE FIREMEN.

We regret that space will not permit the publishing in full the proceedings of the annual meeting of the above popular order. We regretted very much that we could not be present, but business of our order would not permit it. We congratulate these gentlemen on their grand success and hope that they may continue to grow and extend their limits until all worthy firemen on this continent shall be gathered within their protecting arms. [EDITOR.]

GRAND MASTER'S ADDRESS.

Grand Master F. W. Arnold delivered his address, as follows :

MR. CHAIRMAN, &c.—The constantly rolling wheel of time has brought us together at another annual meeting of the representatives of the Brotherhood of Locomotive Firemen of the United States and Canada.

We meet with another year's experience, and are incited as never before to urge onward the great work of perfecting our beloved order, and of equipping it for greater usefulness to its membership and to society at large. We have come to Canada, to the beautiful city of Toronto, the capitol of one of the great Provinces of the Dominion, because ours is a Brotherhood which in its benevolent grasp includes Canada in all the sweep of its continental boundaries. We come to Canada because brotherhood, fraternity, comradeship and sympathy know no geographical limits, no parallels of latitude, no meridians of longitude. The Brotherhood has marched from the east with stately step across the continent, and though rolling rivers, horizon-bounded plains, and cloud-capped mountains interposed, they did not arrest our march, nor has the lakes, the great inter-oceans of our common country, sufficed to keep us out of Canada, where we are to-day under the protection of a flag whose authority is acknowledged by more than 300,000,000 of the people of the globe who realize the beneficent sway of a Queen, whose reign has been the longest and most brilliant of all the illustrious sovereigns of England, and whose name and fame will grow in greater effulgence as the centuries roll on.

We have come to Canada to hold the 11th annual convention of our order, because its Canadian membership, by their unflagging devotion to its welfare, justly merited this complimentary honor at our hands, and we come because we desire that the people of Toronto and of the entire Dominion should have an opportunity to judge of our order, which in eleven years has grown from Lodge No. 1 to Lodge No. 240, and from a membership of less than twenty to an army of more than 12,000.

We have come to Canada that her people, and particularly those who are engaged in railroad enterprises, may have a thorough knowledge of our principles, our policy, and our purposes, so that in forming an estimate of our order they need not err.

In the United States and Canadas the railroads in operation aggregate about 130,000 miles, requiring approximately 30,000 locomotives, and therefore 30,-

000 firemen—since every locomotive must have a fireman. Of these 30,000 firemen, more than 12,000 are now enrolled as members of our Brotherhood. I have said that this is the eleventh annual convention of our order. Our years are few, but our growth has been exceptionally phenomenal. This will be conceded when I say that four years ago, in 1880, our membership was about 1,100; in 1881 it had increased to about 2,500; in 1882 we numbered about 4,000, and in 1883 we had on our rolls above 7,300 names, and now, in 1884, there are more than 12,000 locomotive enginemen who answer to their names in the 240 lodges of the Brotherhood, an average increase of about 2,750 a year.

It may be inquired by those not familiar with the workings of our order, why this astounding growth in membership? It may be suggested in reply that this is in some measure to be attributed to the novelty of the organization, a caprice mania, an epidemic whim, to be accounted for by no established rules, and that in all such cases of ephemeral growth, speedy decay may be anticipated.

In this connection I deem it prudent to state a few facts which will go far to disabuse the minds of those who perchance may indulge the thought that our order belongs to those of the evanescent, fleeting type.

There are, I conceive no obstacles to progress with which individuals or associations are required to contend, more formidable in their character than those which relate to finance—the solution of money problems, tax-ability, and tax-fidelity. If such obstacles can be overcome satisfactorily—if men face debt heroically and pay manfully—if every financial obligation is promptly and cheerfully paid, then the verdict is, that the individual, the corporation, or association is made of the right sort of stuff, and whatever may be the business engaged in, it has solidity and staying qualities of the highest order, and, as we say sometimes, “will do to tie to.”

Up to 1881, the Brotherhood of Locomotive Firemen had been in debt. At that date we found for the first time in its history that we did not owe one dollar, and, better still, we had \$1,100 to our credit. We had solved the financial problem, and we had done it ourselves. We were equal to the emergency. We had been true to every obligation. We had grown in numerical strength, and in financial strength, in character and credit. We had earned integrity. We had muscle and we had money. We are setting before the world examples of noble professions, dignified by performances, and then as now, we challenge the world to show in what particular the Brotherhood of Locomotive Firemen of the United States and Canada had been less than true to its obligations.

But this is not all, nor the best of our record as a Brotherhood. At our annual convention of 1883, held at Denver, the representatives of the order found that there was in the treasury a surplus of \$19,000. There were outstanding death claims to the amount of \$13,200, not one dollar of which could be demanded legally or justly. The dead firemen had forfeited their right to the money—they had in some cases been derelict in their duty. They had in some cases been wanting in fidelity to their obligations, and in some cases,

through the dereliction of duties of the officers of the lodge to which they belonged, but the delegates, realizing the frailties of our common humanity and the necessities of widows and orphans, forgave all the delinquencies of their departed comrades, and with an exhibition of charity unparalleled in the history of any order, paid every claim, and thus sent sunshine and joy into many a darkened home. It was a glorious finale of the tenth annual convention of our beloved order.

Such an organization may be said to be exempt from the ruins of decay, and however fondly "death may love a shining mark," while our Brotherhood presents to the world such devotion to the high behests of benevolence, his shafts will fall harmless at our feet.

But the Brotherhood of Locomotive Firemen starts out with fundamental propositions and principles fruitful of perpetuity. If we look out for the dead, we are equally devoted to our comrades while living. We demand that they shall be capable, sober and industrious. We propose that a brotherhood fireman shall be better than a fireman who is not a member of our Order. We desire, as we proceed, to dignify virtue, enthrone integrity, and impress railroad managers with the grand fact that in seeking to improve our condition as men, we also seek to promote their welfare, by furnishing men in whose integrity and fidelity they can place the most implicit reliance, and these facts we are desirous that the railroad managers of Canada shall know.

I do not assume that our brotherhood is perfect, or that in a jurisdiction so widely extended no mistakes have been made. The delegates are here for the purpose of discussing the present and with whatever prescience they can command, to provide for the immediate future of the order.

In passing it may be proper to remark that the provision which we have for granting traveling cards requires such amendments as will at once bring these evidences of membership within their original purpose. They are designed to assist brotherhood firemen to obtain employment. A traveling card signifies that the holder is in good standing and worthy of confidence—a letter of introduction and recommendation. To use these cards for any other purpose whatever is entirely foreign to the original intention, and the good name of the order is liable to suffer seriously if a remedy is not found and applied.

Hitherto, in our deliberations we have been able to meet every exigency, and map out a policy of wonderful prosperity. Our growth in numbers, in power and influence, has developed at every annual convention a corresponding growth in ability to legislate for the immediate future. We are knowing each other better every year. The ties which bound us in fraternal union are more numerous and stronger than those of any other brotherhood, unless it be the Brotherhood of Locomotive Engineers, with which we are intimately associated, or the Order of Railway Conductors, for which our Order has a profound respect. Ours is a brotherhood of mutual toil and peril. It is not so with the Masons, Odd Fellows, and similar organizations, and it is that fact which in a large measure is giving to the union meetings of our order throughout the

country incalculable value. The meetings bring into social relations the families of locomotive firemen. They tend directly to elevate the moral tone of the members, and to create new interest in the general prosperity of the Order, and their influence is in all regards elevating and refining.

In closing this brief address, I desire to say that the responsibilities of our Brotherhood inspire me with a faith that is "the evidence of things hoped for," and for which we have toiled for eleven years. I see our lodges increase by tens, and our membership multiply by hundreds and by thousands. I see it extended, not only in the United States and Canadas, but the time is in close proximity when its lodge fires will be lighted in the ancient capital of the Montezumas, and I anticipate the time when they will extend to all lands where the locomotive bears testimony to the triumphs of our boasted civilization.

Again referring to the pleasure we feel in being the guests of our brethren of Toronto, in this goodly land on the northern shore of Ontario, where each word of welcome weighs a pound and has the ring of a sovereign, I may be permitted to express the hope that the deliberations of our convention will have the dignity of a House of Lords and the commanding influence of the House of Commons, and that neither the august sovereign of the British Empire, nor any of her loyal subjects, will have occasion to regret any courtesy to extend to the representatives of the Brotherhood of Locomotive Firemen of the United States and Canadas.

The Grand Master resumed his seat amid loud applause.

RESOLUTIONS OF THANKS.

To the Managers, Superintendents and Employes of the various Railways in the United States and Canada :

As we find it utterly impossible to singly enumerate the favors bestowed on us by Managers and Superintendents of the various Railways in the United States and Canada, and also to the employes of the said Railways, for the kindness shown to our delegates during their journeys to and from the Eleventh Annual Convention, held in the city of Toronto, we beg leave to tender thanks to all the above mentioned, also to any others who have shown us kindness in any manner.

To the members of B. L. E. Division No. 70 Toronto, Mr. G. Mills, C. E. :

That we desire to return thanks for the hearty welcome you have extended to this, the Grand Body of Locomotive Firemen, also thanking the Committee of Brotherhood Locomotive Engineers for the gentlemanly assistance you have rendered us in the opening of our session ; hoping that the friendly feeling now existing between us may never cease, but on the contrary that time may bring us closer, if possible, in the bonds of friendship.

That the Grand Reception Committee of this body be voted hearty thanks for the able and efficient manner in which they have entertained the visiting brethren, and sincerely hope that the time will come, to some of us at least, when we will have an opportunity of returning some of the many kindnesses shown to us by the said committee on this occasion.

That a vote of thanks be tendered to the officers and members of Dominion Lodge, No. 67, for the courteous and gentlemanly treatment we have received at their hands while attending the 11th annual convention of our Order held in the city of Toronto. Furthermore, our prayer is that 67 may always flourish and be as able as she is willing to welcome a brother.

To Mr. C. S. Wheaton, Grand Chief Conductor, Order of Railway Conductors :

That it is with regret we received the communication from you stating that you were unable to attend the opening exercises of our session, but we fully appreciate the interest you manifest for our order, still hoping as time rolls on we may become more closely united in the bonds of friendship.

That a sincere vote of thanks be tendered the ladies who have acted on reception committee for receiving lady visitors to this convention ; for the time and trouble expended by them in entertaining and escorting lady visitors to different places of amusement and interest throughout the city, and for endeavoring to make the visit a pleasant and long-to-be-remembered one. And furthermore be it resolved, that a vote of thanks be tendered to all ladies at whose hands we have received favors, and that this resolution and all others sent in by committees be published in the magazine of our order in due form.

The above resolutions were unanimously adopted, as was also a resolution thanking *The Globe* for the invitation to visit *The Globe* office and inspect the Scott Perfecting Presses when in operation.

The Convention then proceeded to the election of two grand officers, when Mr. Eugene V. Debs, of Terre Haute, Ind., was re-elected Grand Secretary by acclamation. The election of Grand Organizer had not been reached when the Grand Lodge adjourned until this morning.

OLD RELIABLE INSURANCE.

"Old Reliable" Insurance Convention was held in Town Hall, Toronto, on Wednesday and Thursday, October 8th and 9th. It was our privilege to be present Wednesday, at the morning session, and we never met a finer body of Railway Conductors. The most of the gentlemen were accompanied by their wives, who attended the convention in a body, and added much to the interest of the proceedings. The election of Bro. Samuel H. Defries is a just tribute to the worth of this esteemed gentleman and brother of our Order, who now stands honored by being the Assistant Grand Chief Conductor of our Order and First Vice-President of the "Old Reliable." We are under many obligations to the gentlemen of the Association, and they have our sincere thanks. We will have something further to say about this Association ere long. [EDITOR.]

PRESIDENT'S ADDRESS.

The next business in order was the following address of the President, Mr. Ward Nichols :

For the sixteen years, covering the organization of the Conductors' Life Insurance Association of the United States and Canada, it has been required of the president to deliver an annual address at the opening of the convention. During that length of time these addresses have called up thoughts of almost every character connected with the association, and it will be strange if in addressing you I do not repeat something that has been referred to before. In its rapid and unceasing whirl, the wheel of time has again brought us together. In its flight of twelve months it has taken with it some of our members whose faces were familiar, and whose warm grasp of friendship it was our pleasure to anticipate. That they are gone and we are spared to assemble here to-day, to mingle together in happy re-union, and to recall the experiences of the past twelve months, and perfect our plans for those ensuing, is due to an all-wise Providence to whom we all most reverently bow. While the year just passed has been to some of us one of sorrow, there has been much in which, as an association, we are justified in taking a lively pride. While some of our bright lights have gone out and their loved faces are missing from our ranks, others have taken their places, and our numbers have steadily increased. Good and faithful men have identified themselves with this association, and in the increase we find a gratifying evidence that the objects and aims of our association are becoming better understood and appreciated. All that is needed to bring into the association every worthy conductor in the United States and Canada is that each one should be made to understand and appreciate, as we do, just what the association means. He should know that it means protection and relief; protection to the good name of a conductor and relief to his widow and children, at a time when most they need it. He should thoroughly understand that membership in our association means honor, principle, and virtue; that it means true manhood in every sense, and that vice has no abiding-place within its fold. When every conductor shall have become familiar with these principles, their objects and their aims, we shall have such an increase of membership that it will place our association where it properly belongs, at the head of all the protective associations in the land. The conductor's calling is one of peculiar hardship and danger. The family parting, the loving kiss of wife and children is often a final farewell, but each member of our association feels, and takes courage from the knowledge, that whatever happens to him his family will be spared the pangs of poverty and want. With this knowledge he goes about his perilous employment, secure in the confidence that while all is dark and uncertain along his road-bed, the track laid out for his wife and children is lighted with the electric light of generous-hearted charity; and it is because this security is a source of encouragement to us all that I would direct your attention to the second obligation we are all under, of remitting our assessments promptly and willingly. Upon our disposition to do so rests the security to which I have briefly alluded. During the past year there has been a great improvement in this direction, I will admit. Yet it is to be regretted that the importance of this is not more thoroughly recognized. I believe that

if it was, our numbers would increase much faster ; for the promptness we, as members display, creates confidence in the stability of our organization. The total disability, or B, department is of great value to our association. I fear, however, too much is expected of it by some, and this may prove injurious to the association. I fear it has too broad a field, and that members do not understand its real purpose, and how difficult it is for the executive committee to decide quickly and correctly upon each case as it presents itself. It takes time to investigate the different claims. A member may be disabled and at first seem totally so, yet after a period may wholly recover. It is of interest to each member that a strict watch be kept in every case. I think our association is largely indebted to the executive committee for the careful and impartial manner in which they have managed the various cases that have come before them. During the existence of the B department, I know of no case that has been ordered paid inside of one year, and oftentimes two years have elapsed from the time the application was made, and during that time every honorable means has been made to get at the true merits of the case. It is true that there are cases in which, if the members had not been so impatient, they would have received a larger premium, but the executive committee have been obliged to drop some of the slow ones in order to close up the account and not delay the payment longer. I think a more careful consideration on the part of the members in regard to the real meaning of this department, would be much better for the association and promote a much pleasanter feeling toward the executive committee, who, I think, have always worked for the best interests of the association.

We must bear in mind that we live in an age when false representation and tricks of various kinds may be practiced upon an association in order to get money. To guard against this, the strictest watch must be kept, but be it said to the credit of the "Old Reliable," it has never failed paying all claims, when found to be just ones, notwithstanding reports to the contrary. During the past year we have had eighteen assessments as follows : For death, fourteen ; for disability, four. Most of us have enjoyed good health the past year, and it has been a pleasure to pay the dollar which has helped many a poor widow and little ones over the rugged pathway of life. The expense of the association shows that every effort has been made to keep it as light as possible, it being one thousand nine hundred and sixty-two dollars and ninety-four cents. You have in your hands the report of the grand secretary and treasurer for the past year, to which I will refer you. I think no association can show a better record for the past sixteen years. Of all the money that has passed through the hands of the grand secretary and treasurer, amounting to the sum of one million nineteen thousand six hundred and ninety-one dollars, not one dollar of it has been misplac'd, a fact I quote as testimony conclusive to show the actual honesty of an old reliable conductor. Our constitution and by-laws are, in my opinion, very satisfactory. I would, however, recommend that some plan be adopted, or change in the by-laws, by means of which members

who have dropped from the association may come back and try again. I would also recommend an addition to our by-laws relative to the age of an applicant for membership in our association. Now, as we proceed to the business of this convention, let us look forward with bright hopes to the future ; let us do our duty faithfully, that the coming year may be as prosperous as the present has been, and if possible more so. May peace and harmony prevail, and may truth and justice guide us in all our doings throughout this convention.

Mr. E. Morrell read the report of the Executive Committee as follows :

To the President and Members of "The Old Reliable" Railroad Conductors' Association of the United States and Canada :

GENTLEMEN—Permit us to congratulate you upon the happy auspices under which we have this day assembled. The Executive Committee, in accordance with the custom at the annual meetings, herewith submit a statement of its stewardship for the fiscal year, ending August 31, 1884. A year ago we met in convention at Cincinnati. Nothing has occurred since that time to disturb the harmony or mar the success of The Old Reliable. But since then fourteen of our members have died. Assessment, as usual, of \$1 per member was made in each of these cases, and promptly paid except in a few instances. There are a few tardy divisions. Through the combined efforts of the grand secretary and treasurer and the local secretaries, this class has been greatly diminished. We earnestly urge those who are tardy to use the utmost endeavor in making collections and remittances promptly. The tardiness of a few prevents the payment of claims within sixty days.

The Association was referred to the printed report of the Grand Secretary and Treasurer for details as to finance, membership and other matters. This printed report, which is sent to each member, shows that the home office expense of conducting the business last year was \$1,962.94, including incidental expenses of the annual convention. The present number of members is 1,791.

The executive committee says : "The Old Reliable" never stood on a more solid basis than it does at present. No mortality report was received from May 25 to August 27—the close of the fiscal year.

On the 4th and 5th of July, President Ward Nichols visited the headquarters at Columbus, examined the books and papers of the association, and expressed himself as pleased with the same.

During the past year fifteen claims have been presented on account of alleged total disability. Some of these were not allowed, requiring, as the committee believed, more time for mature and medical skill to determine as to the final result. In some of these cases the committee say they may have erred, but if so it was an error of the head and not the heart.

From past experience the judgment of the committee is that it would be wise to define "total disability," fix a limit as to age of applicants for membership, and provide for the return of delinquent members upon a basis more in

their favor than exists under the present arrangement. What constitutes "total disability?" is in a measure subject to misconstruction, or difference of opinion, giving rise to views *pro* and *con* that need adjustments, if possible, to secure harmony upon this matter.

This is the only life insurance organization that takes in the three stages of human life—youth, manhood, and old age. Hence the recommendation as to limiting the age of applicants.

Other associations similar to this are inviting delinquent members of the Old Reliable to come in by simply paying the dues of a new member.

It was recommended that Article 8, of the By laws be stricken out. The striking out of this will relieve the local secretaries from the work of making annual reports to the grand secretary and treasurer.

No deaths or injuries to members have been reported since 1882, on account of the use of intoxicating liquor when not in the discharge of their duty as conductors. This information is given on account of a resolution of inquiry offered by ex-President Sears of the Milwaukee convention. A case of death from *delirium tremens* is reported as having occurred during the past year. The committee sincerely hope that "The Old Reliable" never will have to assess its members for similar cause.

The report closes with the statement that the grand secretary and treasurer has discharged his duty faithfully in all respects. Thanks are returned to local secretaries for the untiring zeal which most of them have manifested in the calculation and remittance of assessments, and for soliciting good men to become members.

E. MORRELL,	} Executive Com.
R. J. SNIVELEY,	
WM. SENSE.	

The next business was to choose the place of next meeting. Mr. Reynolds, for the seventh time named Salt Lake City; Mr. Harrison, Columbus; Mr. Waters, Denver; Mr. Sears, Minneapolis; Mr. Feltrow, Baltimore; Mr. Wiseman, Memphis; Mr. Brigham, Buffalo. Messrs. Lane and Hurd were appointed tellers of the vote, which resulted as follows: Denver, 736; Baltimore, 112; Salt Lake City, 89; Memphis, 57; Columbus, 32; Buffalo, 20; Minneapolis, 18.—Total vote, 1,064. Denver will thus be the meeting place for the next year's convention.

The next business was the election of officers for the ensuing year. The following were nominated for President: Mr. Ed. Morrell, Columbus, by Mr. Waters; Mr. John W. Houghtaling, by Mr. Titus; Mr. Fred. Reynolds, by Mr. Gamble; Mr. Frank Kloch, by Mr. C. H. Wheeler, and Mr. C. H. Wheeler, by Mr. Harrison. The two latter declined to serve, and after the ballots had been counted Mr. Ed. Morrell was declared elected by the following vote: Total vote cast, 1,066; Morrell, 686; Reynolds, 237; Houghtaling, 136; Wheeler, 7. Mr. Morrell, who is a conductor on the Pittsburg, Cincinnati and St.

Louis Railway, and has for some time past been the very efficient chairman of the executive committee, was escorted to the chair and presented with the gavel by the president. He thanked the delegates for this honor they had conferred upon him so unexpectedly, and promised to do his duty and not betray the trust they had reposed in him. He then handed back the gavel to the retiring president, requesting him to retain his seat until the convention closed, and as he was leaving the dais turned round and said, amid loud cheering, "God Bless the Queen."

Mr. Harrison nominated Mr. James W. Oliver for 1st vice-president, and Mr. Reynolds, of the Intercolonial, Mr. Sam Defries, of Toronto. The feeling of the convention was strongly in favor of that office being filled by a Canadian, and Mr. Harrison withdrew his nominee and moved that Deacon Sears cast the vote for the convention for Mr. Defries, who was elected by acclamation. Mr. Reynolds escorted him to the vice-president's chair where he thanked the members for the honor they had done him and through him the country in which he was born.

Mr. Harrison then nominated Mr. John W. Oliver for second vice president, and was ordered to cast the vote of the convention in his favor.

Mr. J. W. Houghtaling cast the unanimous vote of the convention for the re-election of Mr. H. P. Feltrow, as Grand Secretary and Treasurer

Mr. J. O. Beecher was elected a member of the executive committee to serve three years, and Mr. Wm. Sense as a member for one year to fill a vacancy.

Mr. Eugene McKenna, of the Intercolonial, was appointed orator for the next convention, and Mr. John F. Lane, of Cleveland, alternate.

Mr. Morrell, on behalf of the executive committee and the grand secretary, moved that the best thanks of the convention be given to the local committee for the very great pains they had taken to make their visit pleasant and the admirable arrangements which had been made for their comfort. The convention then adjourned to meet in October of next year at Denver, Colorado.

GREETING TO TORONTO PEOPLE.

The following greeting to the people of Toronto, was written by Mr. E. H. Belknap, of Galesburg, Ill., Associate Editor of the Railway Conductor's Monthly :

We come to you not as strangers, for oft we've heard before
How you always welcome visitors, and kindly open the doors
Of your halls and public places, your homes of beauty and art,
And never forget to open wide the portals of the heart.

From Winnipeg, with its new made homes, to the Gulf of Mexico,
Where the sweet magnolias blossom, and the yellow oranges grow ;
From the swift Columbia river to the Atlantic Rocky coast,
We meet to-day in your city, and this shall be our toast :

With the friendship born of gentlemen ! 'Neath the red, the white and blue,
 We meet 'neath the folds of another flag just as dear to you ;
 We accept your hospitality, and no one will fail to know
 Of all the generous hearts we met ! ! In this land of Ontario.

Receive our thanks, kind friends may it be our time bye-and-bye
 To welcome you as heartily ; if so will try
 To give you a hearty greeting, for no matter where we roam,
 The conductors who are gentlemen, will always find a home.

In your presence, no matter where we meet, the Father above
 Will always look so kindly on our gifts of unselfish love ;
 In time of health prepare for those who are very dear in life ;
 There are none on earth so dear to each as a fond and loving wife.

So we thank you, dear friends, for your kindness,—friendship is a jewel
 rare ;

We rejoice your hearts were running o'er, still had a little to spare
 Of the good will one bears another ; we leave you, but will take
 A kind, kind, thought for all our neighbors in this city by the lake.

—*Toronto Globe.*



NO MORE FREE PUFFS.—The Charlestown Herald has established the following rates for puffs :

To call a man a "progressive citizen" when it is known he is lazier than a government mule, \$1.75.

Referring to a deceased citizen as a man "whose place will long remain unfilled," when you know that he is the best poker player in town, \$15.

Calling a female "a talented and refined lady, and a valuable acquisition to society," with variations, \$2.75.

Calling a man a "liar" during a campaign, to advertise him, 25 cents, with proportionate reductions, if the fight becomes very warm.

Referring to an old citizen as "a relic of antiquity," 75 cents.

Calling a newly made lawyer "a legal light of which the profession should be proud," \$1.25.

Extra rates are charged when the party is well known, as it takes more to counteract the influence a long residence is supposed to exert.

Candidates for office will be charged in proportion to their wealth, as a guarantee that their promises to their constituency will be fulfilled. We usually require that their first year's salary be left with us as a guarantee of good faith only.

FRATERNAL DEPARTMENT.

*JOHN S. BEGGS,*

the subject of this sketch, was born in Dunkirk, N. Y., Dec. 4, 1821. his parents being of Scotch descent. Young Beggs spent his youthful days at home. The education he acquired was finished, as far as attending school was concerned, at the academy in his native town, at the age of sixteen years. He then thought best to learn a trade, which he did and followed it for the next three years.

In 1840, at the age of nineteen, he commenced railroading in the interests of the first survey of the New York & Erie railroad. After that company's failure, work was stopped for several years, and for a time he looked after the company's interests on the western division. In doing so he has traveled the whole length of the division on foot. He then sailed on Lake Erie as captain of a vessel for four years. When a new company was formed in 1845, he commenced on the east end of the road in a civil engineer's corps and worked his way west until the belt of iron was laid from New York to Dunkirk, a distance of 460 miles which was completed the first of May, 1851.

He was associated with such men as Charles Minor, R. N. Brown, Hugh Biddle and many others of old railroad fame and history.

From 1851 until 1865 he was civil engineer and supervisor of the western division of the Erie road, when he was appointed division superintendent which position he held for seventeen years, making him the oldest superintendent, I dare say, that has been the lot of one man to hold. Successful in his every undertaking, kind to his subordinates, I will say here I never saw or heard him talk to any man in his employ only in the kindest manner, treating all as gentlemen on one common level, but still firm in his convictions of right. He held each and every one responsible to carry out instructions or the law laid down for the government of the trusts and responsibilities reposed in them.

A little over two years ago he resigned his trust of superintendent of the western division of the road, and since then has had charge of all the company's interests at Dunkirk. Since 1845, up to the present time he has never missed to see the paymaster in his monthly visits.

He represented the town of Dunkirk as supervisor from 1861, till the spring of 1874, making thirteen consecutive years. Anyone visiting Dunkirk will always find him attending to his duties, occasionally telling a good story or rehearsing to some of his many friends some incident in the history of his early experience in railroad life, which to a railroad man of to-day is very interesting. He is now in his sixty-fourth year and after having spent forty-five years in active railway service with the great mental strain and responsibilities upon him, he still remains in perfect possession of all his faculties and apparently in good health. We with his thousands of friends hope he may live and enjoy the profits of his past labors for a score of years yet. And when he shall be called to pass on to that beautiful ever green-shore, we do know that he has left his footprints in the sands of time in this mundane sphere for good, that can never be obliterated as long as time lasts.

H. H. A.

TERRE HAUTE Ind., 1884.

DEAR BROTHER WHEATON—The battle of life will prove that the fittest will survive. If the Order is to better the standard of conductors it cannot place the mark too high. What guarantee has any one that the fact of a man's being a member makes him more competent to perform the duty of a conductor? They have none, and we are to blame for it! There is not a division that I know of but what has been guilty of the grossest negligence in the matter of admitting to membership men that are notoriously unfit to be-

come such. Men that were known to become intoxicated whenever the opportunity presented itself. This is not flattering to the Order, but it is wholesome. It is much better that criticisms should come from within. I make this as a beginning, fully believing that if we do not take more decisive action regarding the use of intoxicating liquors, that the railway managers of the country will shortly save us the trouble. It would be much better for the Order to lead in this matter than to follow in the wake, and the time is very near at hand to make the choice as to which it shall be. I believe the offense of drunkenness is one that should be left entirely to the division of which the offender is a member, and that one day's notice and trial sufficient. We have had the shame of members being discharged for drunkenness, and before we could take action in the matter they were in Texas with card, and to all appearance members in good standing! Now, this is wrong, and something should be done to prevent it. This is not written in malice, for I think as much of the Order as any member can, and hope that we can take action in the matter, and make the fact of a conductor, being a member of the Order, a guarantee that he is everything that we claim for him; that he is a man that we not only like to meet in the division-room but in our house as well. Let it be understood that we intend to reclaim them if possible, if not they must go forth, not in anger but in sorrow. It is a duty we owe the public, the Order and ourselves.

KNAPP, OF 92.

SYRACUSE, N. Y., October 5, 1884.

At a special meeting held for the purpose of organizing a Division of the Order of Railway Conductors, under the supervision of C. A. Millard, Deputy G. C. C., the following officers were elected:

C. C., Isaac T. Holmes; A. C. C., W. T. Eldridge; S. & T., L. H. Grover; S. C., C. C. Graves; J. C., W. P. Worden; I. S., J. H. Pine; O. S., Thomas Bechtel; Delegate, L. H. Grover; Alternate, C. S. Hoskins. Name of division, Syracuse Division, No. 155.

Charter members were, A. B. Smith, Thomas O'Brien, J. S. Moore, P. H. Horan, Joseph Cochran, M. J. McCormoc, W. P. Worden, H. H. Darling, H. T. Bolles, Joseph E. Sommons, J. H. Pine, J. C. Fox, D. W. Ehle, C. S. Hoskins, Charles Dudley, Joseph N. King, Thomas Bechtel, J. H. Waite, who were initiated in first degree and promoted in second degree, in regular form.

Visiting brothers, J. D. Eaton, Charles Markel and Charles B. Dillon, of Z. C. Priest Division, No. 56, and M. C. Pumphey, of Buffalo, No. 2. Members

withdrawn from Central, No. 43, for the purpose of organizing Syracuse No. 155 : L. H. Grover, Isaac T. Holmes, W. T. Eldridge, C. C. Graves, G. D. Gifford.

The work was then ably exemplified by Deputy G. C. C., C. A. Millard, for which Syracuse Division No. 155 gives their sincere thanks. Bro. J. D. Eaton is past C. C. of Z. C. Priest Division, No. 56, of Albany. Syracuse Division has a membership of 40 to start with, which was organized in one week.

Yours in P. F.,

L. H. GROVER.

DENVER, Colo., Sept. 29, 1884.

BROTHER WHEATON—Division No. 44, had an election yesterday, and elected the following officers : S. A. Rathburn, C. C., 268, Twenty-second street, Denver ; C. E. Stafford, A. C. C. ; A. Wilder, S. & T., Room C, Union Depot ; C. V. Osgood, S. C. ; F. W. Nance, J. C. ; R. Thomas, I. S. ; J. L. O'Shea, O. S. ; S. M. Shute, Delegate ; H. S. Goodwin, Alternate.

Yours in P. F.,

A WILDER.

DECATUR, Ills., September, 1884-

C. S. WHEATON, G. C. C.—At a special meeting of Henwood Division, No. 74, Decatur, Illinois, September 28, the following officers were elected and installed : Fred Stearns, C. C., 543 North Morgan street ; David R. Reynolds, A. C. C. ; L. M. Murphy, S. & T., 637 East North street ; F. E. C. Hartman, S. C. ; T. J. Layman, J. C. ; Thomas Garver, I. S. ; Ed. Wilkins, O. S. ; D. L. Demerest, Delegate to 17th annual convention.

Yours in P. F.,

LESTER M. MURPHY, S & T.

ST. JAMES, Minn., September, 1884.

DEAR MONTHLY—I herewith send you a list of officers elected for W. J. Allen Division, No. 130, for the ensuing year : L. B. Ridpath, C. C., St. James, Minn. ; E. W. Miner, A. C. C. ; J. L. Jones, S. & T., St. James, Minn. ; S. H. Adams, S. C. ; James Mack, J. C. ; John Vosburg, I. S. ; James Cook, O. S. ; L. B. Ridpath, Correspondent.

W. J. Allen Division, No. 130, meets in Masonic Hall, St. James, Minn., on first and third Sunday of each month, at 2 o'clock, p. m.

Yours in P. F.,

J. L. JONES.

PEACH SPRINGS, Arizona, October 1, 1884.

EDITOR MONTHLY—The Atlantic and Pacific Company took formal possession of the Mohave Division 1st proximo. It is officered as follows : Assistant Superintendent, George F. Chalender ; Train Master, W. A. Osgood ; Division

Master Mechanic, A. R. Barrett. Conductors, A. R. Jones, John Tway, E. S. Hedden and T. O. Stevens have been transferred from the Arizona division to take trains on the new division.

George D. Mills, an old freight and passenger conductor on 1st division, has been promoted Train Master, Arizona division, in place of W. A. Osgood. Mr. Mills comes to us with the advantage of a personal acquaintance with his men and the hearty good will of all. Charles Moore has been promoted to a train on 5th division. C. H. Richardson is back on the A. & P. again. He has Conductor Roberts' run while he is absent attending the Grand Division at Boston.

Our election was held September 28th, with the following result: C. C., C. R. Perry; A. C. C., A. R. Jones; S. & T., L. W. Roberts; S. C., Jas. Walsh; J. C., John Tway; I. S., F. W. Gorham; O. S., J. O. Dodge; Delegate, L. W. Roberts. Yours in P. F., AZTECAN.

ROCK ISLAND, Ills., October, 1884.

BROTHER WHEATON—I have often looked through our valuable Monthly and always found communications from some of the divisions of our beloved Order, but have failed to find one from Rock Island division, No. 106, and I think the members of division 106 had pretty nearly gone to sleep, (on duty); but the evening of September 29th, when they had their election of officers and delegate to the Grand Division, woke them up—as they had a pretty lively time. The officers as elected for the ensuing term are: C. C., A. S. Craig; A. C. C., A. M. Crane; S. & T., D. C. Seaver; S. C., J. H. Thomas; J. C., M. S. Bledsoe; I. S., F. Baughman; O. S., John Lessley; Delegate, A. M. Crane; Alternate, M. S. Bledsoe; Magazine Agent, Ira Yantis; Insurance Agent, J. H. Thomas; Trustee for three years, C. Perrett.

Division No. 106 has thirty-three members in good standing, and all good men. It was instituted February 3, 1884, with eighteen charter members, and in eight months has very near doubled its membership, and hopes to do so before the year pasees by. Thirteen members in the insurance, and Bro. Thomas thinks that he can gain thirteen or more before long, as he has a great many promises to take out policies. The Monthly is well liked and highly esteemed by all who see or read it. One of our worthy brothers, A. D. Finch has traveled northward, and located on the Northern Pacific, where he is running a passenger train between Glendive and Mandan. Success go with him. In our next we will try and tell you something more concerning other brothers who are running trains here. Hoping you will find some place in the Monthly for this, and that Rock Island division No. 106 will remain lively and wide awake to the good of the Order, I remain yours in P. F., Cor's.

 OBITUARY.

PORT JERVIS, N. Y., Sept. 28, 1884.

BROTHER C. S. WHEATON, G. C. C.—*Dear Sir:* Bro. John Noble, a member of Nev-ersink Division, No. 52, O. R. C., was run over by his own train, while making up his train in Port Jervis yard, on September 16th, and died the next day, Sept. 17th.

At a regular meeting held at Farmer's Hall, Sept. 28, a committee on resolutions was appointed, who presented the following :

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from us our late Bro. John Noble, be it therefore

Resolved, That the heartfelt sympathy of this division be extended to his family in their affliction.

Resolved, That in the death of Bro. Noble, Division No. 52 sustains a loss that never can be replaced, his wife an affectionate husband, his children a kind and loving father, and the community at large a good man, and one who was respected by all.

Resolved, That these resolutions be spread in full upon our minutes, and a copy be sent to the editor of the Conductors' Monthly for publication. And be it further

Resolved, That we drape our Charter for thirty days as a mark of respect to our departed brother.

Resolved, That a copy of these resolutions be sent to the family of our deceased brother. (Signed.)

D. P. SCHULTZ,
F. ROSENKRANSE,
J. D. BROWN, } Committee.

FORT WAYNE, Ind , August 19, 1884.

At a special meeting of Wayne Division, No. 119, O. R. C., held in their hall yesterday evening. L. M. Blakesly was chosen chairman, and J. S. O'Donnell, Wm. Anderson and M. S. Thornton as committee, whereupon the following resolutions were drafted in due respect to our highly esteemed and honored Chief Conductor, J. C. W. Long, deceased.

WHEREAS, It has been the will and pleasure of Almighty God, divine ruler of all things, to remove from our midst our beloved and honored Chief Conductor, J. C. W. Long.

Resolved, That Wayne Division, No. 119 O. R. C., do hereby most sincerely tender their heartfelt sympathy to the mourning widow and grief stricken aged parents, in this their sad loss of so good, true and noble husband and beloved son, as our departed brother.

Resolved, That the hall of Wayne Division, No. 119 O. R. C., be most appropriately draped in mourning, as a token of profound respect to our departed brother, and that it shall remain in that condition for the period of thirty days.

Resolved, That a copy of these resolutions be furnished the widow and the aged parents of our deceased brother, also to each member of Wayne Division, No. 119 O. R. C., and that they shall appear in the Railway Conductors' Monthly, the Railroad and Fort Wayne Sentinel.

L. M. BLAKESLY, Chairman.

J. S. O'DONNELL,
WM. ANDERSON,
M. S. THORNTON. } Committee.

LA CROSSE, Wis., October 11, 1884.

Emma, wife of William Kingsley, died at North La Crosse, October 6, 1884, at 8 A. M., aged 22 years, 9 months and 1 day. Funeral service at 9 a. m., Oct. 7, at the residence, attended by a large number of sorrowing friends and relatives. Tributes of affection

showed itself in the beautiful floral offerings, consisting of Pillow, Wreaths, Harp, Anchor, and many other beautiful designs. The beautiful casket was literally covered with these tributes of love and respect. The sweet odor of these most beautiful flowers embalming in our hearts the sad recollections that a good and noble woman had been cut down in the prime of youth, after a long and painful illness of more than nine months, in which our friend and worthy brother did all that was possible to be done to assuage the ravages of that fell "disease of the heart." After the funeral services were over the remains were conveyed to the depot and taken thence to Winona, Minnesota for burial.

At a special meeting of La Crosse Division, No. 61, Order of Railway Conductors, held October 7th, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased Providence to remove from our midst our sister-associate and dear friend, Mrs. Emma Kingsley, wife of our beloved brother, W. M. Kingsley, and

WHEREAS, It is but just a fitting recognition of her many virtues and merits should be had. Therefore be it

Resolved, That in the death of Mrs. Emma Kingsley, the husband, parents, brothers and sisters, suffer an irreparable loss, which only time can ameliorate.

Resolved, That it is but a just tribute to the memory of our departed sister to say, that in her removal from our midst we mourn for one who was in every way worthy our respect, affection and regard.

Resolved, That we sincerely condole with the husband and family of our deceased sister, on the hard dispensation of providence, in thus removing from them a tender, loving wife, a dutiful and affectionate daughter, and a loving and kind sister, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy.

Resolved, That this heartfelt testimonial of our sympathy be forwarded to the husband and parents of our departed sister by the secretary of this division, and that it be published in the Railway Conductors' Monthly.

GEO. J. JOHNSON, }
E. H. THOMAS, } Committee.
WILLIS WADE. }

LA CROSSE, October 10, 1884.

DEAR EDITOR CONDUCTORS' MONTHLY—On Wednesday, October 1, 1884, at his home in North La Crosse, Wis., our worthy brother, Richard Wheldon, entered into rest.

Richard Wheldon, son of John Wheldon, was born in the town of Steuben, Oneida county, state of New York, January 27, 1848, and died at his residence in La Crosse, October 1, 1884, aged 36 years 8 months and 4 days. Richard was one of twelve children, only one of whom had died more than forty years ago—a family of fourteen in which there has been only two deaths in over forty years, has certainly been a favored one. His father moved with his family to La Crosse county in 1853, and settled in Bangor, Wis., where the subject of this narrative was brought up. For fifteen years he was a trusted and honored employe of the C. M. & St. P. R. Co. About thirteen years ago he was married to Miss Flora Gilbert, who died in March, 1872, leaving in the days of her infancy a little daughter, Minnie, who is here to-day to mourn the departure of her father. Just one year and seven days before his death he was married again to Miss Fannie Miller, whom he leaves in widowhood—whose loving and tender care during his long illness, anticipated his every wish. This illness continued for about eight months: the disease was that fell and relentless destroyer, consumption, which hurries its victims along between alternate hopes and fears, to which all who are thus afflicted, at last must fall. Bro. Wheldon was a member of the O. R. C., La Crosse Division, No. 61, and of Knights of Pythias Lodge, No. 27, of La Crosse, Wis. In all the walks of life he was a respected and honored member. It was our good fortune to be intimately associated

with our lamented brother, and we found him in all things to be good, true and faithful. A true friend, a steady, reliable and trusted associate; a good husband and a tender parent, and a true and honorable conductor. It seems one of the inscrutable attributes of providence to level its death-dealing shafts in our midst unexpectedly, cutting down in youth those who have the world before them; among those whose capacities have not been fully tested, our departed brother, cut off in the bloom of life, will always be fondly remembered and regarded.

Yours in P. F.,

DRAW BUR.

At a regular meeting of the Order of Railway Conductors, La Crosse Division, No. 61, held at La Crosse on the 5th day of October, 1884, the following resolutions were unanimously adopted:

WHEREAS, The Grand Chief Conductor of the universe has given the alarm at the inner door of our division room and called one of our number, Bro. Richard Wheldon to that better land, "where the weary are at rest, and the wicked cease from troubling." Therefore

Resolved, That in Bro. Wheldon we recognize one who filled the character of a true conductor—one who in all his relations to his fellow-man in the community, in the Order of Railway Conductors, in the social circle, or in his private walks of life, as well as his official relations, was highly respected and honored by all who knew him.

Resolved, That we extend to his bereaved widow and orphan daughter, Minnie, our heartfelt sympathy, and may He who has so graciously promised to be a "husband to the widow and a father to the fatherless" watch over and protect them from all harm.

Resolved, That as a mark of respect to our esteemed brother, our charter and altar be draped in mourning for the space of thirty days, and that these resolutions be engrossed on our minutes. Also, a copy be transmitted to the family of our deceased brother and published in the Railway Conductors' Monthly.

GEORGE J. JOHNSON, }
E. H. THOMAS, } Committee.
W. D. JONES.

GALION, O., October 11, 1884.

DEATH'S DOINGS—Frederick Petri died Friday, October 3, 1884, of typhoid fever, in the thirty-third year of his age. The funeral services were held at the United Brethren church last Sunday at 2 o'clock, conducted by Rev. A. Biddle. The services were attended by a large concourse of people, and were very impressive. The Order of Railway Conductors, of which the deceased was a member, had charge of the funeral, and turned out in a body. A number of conductors of the O. R. C. came over from Bucyrus and attended the last sad rites. Mr. Petri leaves a wife and two children to mourn his loss.

At a regular meeting of Crawford Division No. 109, Order of Railway Conductors, held in this city Monday, October 6th, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to call from the trials and vicissitude of this life, our worthy brother, F. Petri, therefore be it

Resolved, That in his death we have lost an earnest and faithful brother, his wife an affectionate husband, and his children a loving father, and one who was ever ready to extend the hand of aid to the needy.

Resolved, That the Charter of Crawford Division be draped in mourning for thirty days, as a mark of respect to our esteemed brother.

Resolved, That a copy of these resolutions of sympathy be extended to his family in their affliction, and may God watch over the afflicted wife and children.

Rest in peace brother, thy work was faithfully done.

W. R. HILES, }
D. T. PRICE, } Committee.
A. G. MELLOTT.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 69, Cedar Rapids, Iowa.
Grand Senior Conductor.—W. J. DURBIN, Milwaukee.
Grand Junior Conductor.—W. W. FLICK, Hanibal, Mo.
Grand Inside Sentinel.—W. O. MOHLER, Portland, Me.
Grand Outside Sentinel.—H. C. CRONIN, Boston, Mass.

EXECUTIVE COMMITTEE.

J. S. RANDOLPH, Chairman, Brockville, Ont.—Term Expires October, 1887.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1887.
 H. HURTY, Elmira, N. Y.—Term Expires, October, 1887.

INSURANCE COMMITTEE.

C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1886.
 W. H. INGRHAM, St. Thomas, Ont.—Term Expires October 1886.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCEFIELD, JOHN B. MORFORD, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

Chicago Div. No. 1, Chicago, Ill. C. C., C. F. Rexinger, Chicago, Ill., care C. & N. W. Ry. Sec. and Treas., J. L. Kellogg, 416 Park Avenue. Meets 1st and 3d Sunday in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets 2d and 4th Mondays in each month at 7:30 p. m., in Stendt's Hall, over 198 East Seneca street, Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C.: R. E. Fitzgerald, No. 911 Catalpa street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, 2618 Clark street, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.

Marshall Div. No. 4, Marshalltown, Ia. C. C., Ben Cole, Marshalltown, Iowa; Sec. and Treas., Frank M. Sanders, Box 87, Marshalltown, Ia. Meets first and third Sundays in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., Wm. M. Bacon, 251 N. Bond-st, Baltimore, Md.; Sec. and Treas., George Dewey, 135 McElderry-st, Baltimore, Md. Meets every Monday at 9:30 a. m., at "Old Town Bank" hall, cor. Gay & Exeter-sts.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., W. J. Robinson, P. O. box 1896, Battle Creek, Mich. Meets 2d and 4th Sunday at 2:00 p. m., in K. of P. room, Castle Hall, Morgan block, Battle Creek, Mich.

Houston Div. No. 7, Houston, Tex. C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, cor. Grey and La.-sts, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fannin-st.

Rochester Div. No. 8, Rochester, N. Y. C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 3 p. m. in I. O. O. F. Temple, Water street.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 652, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., J. C. Weeks, Emporia, Kansas; S. and T. F. L. Strong, box 944, Emporia, Kansas.

Meets in Masonic Temple 1st and 3d Sunday in each month at 2 p. m., at S. E. corner 5th ave. and Merchants st.

Lackawanna Div. No. 12, Scranton, Pa. C. C., W. S. Dunn, 435 Chenango St., Binghamton N. Y.; Sec., P. F. Duffey, 1602 Price St., Scranton, Pa., West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.

Union Div. No. 13, St. Thomas, Ont. C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, box 265, St. Thomas, Ont., Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.

Cleveland Div. No. 14, Cleveland, O. C. C., E. L. Paisley, No. 4 Worswick Court Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month, at 2 p. m., in Hall, No. 52 Public Square, Cleveland, O.

Stratford Div. No. 15, Stratford, Ont. C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., John Turnbull, 514 York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.

Toronto Div. No. 17, Toronto, Ont. C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Strachan ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.

Three States Div. No. 18, Cairo, Ills. C. C., W. H. Gehman, box 253, Mt. Carmel; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.

Daniels Div. No. 19, Elkhart, Ind. C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntly, box 979, Elkhart, Ind. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, corner of Franklin & Main-sts. O. F. Milliken, Cor. Mo'thly

Garfield Div. No. 20, Collinwood, O. C. C., R. W. Olmsted, box 220, Collinwood, Ohio; Sec., M. N. Hyde, box 180, Collinwood, Ohio. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882. Correspondent Monthly, E. C. Dixon.

Creston Div. No. 21, Creston, Ia. C. C., Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Creston, Ia. Meets 1st Sunday -at 2 p. m., in each month, in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Iowa. C. C., W. E. Gorman, Mason City, Ia.;

—♦ THE ♦—
RAILWAY CONDUCTORS'
MONTHLY.

Vol. I.

ELMIRA, N. Y., DECEMBER 1, 1884.

No. 12.

THE HUDSON'S WEST SHORE.

In the life of each one there are moments.

When we seem from all else to depart,
When forgetting whate'er is around us,
We see but the thoughts of the heart ;

So, too, in each life there are moments

When far, far apart from the heart.
We seem to be living enchanted
By the weird wand of nature or art.

I would write of an evening departed,
With the dear dreams of days gone before,
Of an eve when with happy companions
I went down the Hudson's west shore.

" See Naples and die," says the proverb—
" See the Hudson and live," one replies—
To whom the great beautiful river
Seemed living life-giving to rise.

And so do I say see the Hudson,
You'll be prouder than ever to live
In the land where dear nature hath given
The fairest and best she can give.

For never while thought remains with me,
While fancy or memory can soar,
Will I ever forget that dear evening
I went down the Hudson's west shore.

I thought of the gay Hendrick Hudson,
And the jolly grim ghosts of his crew,
Who drank their sweet schnapps in the Catskills,
With Old Rip Van Winkle so true.

For in spite of the shades of the evening,
The mountains shone blue 'gainst the sky,
And I thought how I'd gladly sleep ever
Could they thus in their glory be nigh.

Yes, death would be dear, mid such beauty,
For when life and its labors are o'er,
What place could be chosen more glorious
For a grave than the Hudson's west shore.

I thought of dear days long departed,
Of dreams that had once seemed so fair,
When I thought mortal love could be perfect,
And that I its perfection should share.

But from out the deep fount of our sorrow
Forever a something doth rise,
To fill us with love for to-morrow,
To console us for pleasure that dies.

No grief of the heart is so bitter
That a sweetness comes not with its sting.
'Tis thus in the fierce blasts of winter
We ever see traces of spring.

And as onward we rolled through the mountains,
I thought less of sorrow and more
Of the hopes and joys of the future
As I went down the Hudson's west shore.

The ladies who went with our party
Were pretty and gracious and kind,
And they gave a new joy to the evening
That shall not be left out of mind

And I gladly now write in their honor
(We had all in all near a score),
And I hope soon again to go with them
As then, down the Hudson's west shore.

Upon the deep Hudson's dark waters
The moon in its glory looked down,
And gilded each ripple beneath us
Till it looked like a fairy's bright throne.

And the ships lying anchored were lighted
With lights many colored that gave
New beauty to all that was round them,
As love lights the gloom of the grave.

O'er the solid rock bed of the railroad
We swiftly glide on farther down,
And we see in the river reflected
The lights of full many a town.

At last our car journey is ended,
Our ferry-boat bears us away,
And we look at the ships lying anchored
Below us asleep in the bay.

We're now in the glorious city,
On Manhattan's beautiful isle,
Where saints, sinners, sharks, sneaks and sirens,
Are plenty as dirt all the while.

But in spite of all girls who are pretty,
And of those who are that and much more,
I will ever remember the evening
When I went down the Hudson's west shore.

—*E. S. Ryman, Cortland N. Y.*

A CONDUCTOR'S REMINISCENCES

"Yes, sir," continued the conductor, "we railroad men have some funny adventures with the tramping fraternity. Nearly all of those who beat their way have money, and prefer to take the risk incident to stealing a ride than to pay their fare. In an accident some years ago, a beat was killed who had on his person over \$500, and papers showing him to be the proprietor of a livery stable in California. It is remarkable how persistent some can be. Six of them secreted themselves in a water tank of a "dead" engine that was being hauled in the middle of a freight train, and when discovered refused to come out, and told the conductor that they would like to see him crawl in there and put them out. A better plan suggested itself, that of pulling the engine up to a tank and drowning them out. They capitulated, when about six inches of ice-cold water had been soused on them, and all came forth like drowned rats, with the exception of a big Irishman, who could not force himself through the hole until he had removed his clothing and the engineer had lubricated him with black oil.

"The engineers on a western division were compelled to blow their engines out quite frequently owing to the bad water. "This is done by opening a cock that lets the water and steam out directly under the cab. While one of the express trains was rushing along in the night, the engineer found it necessary to "blow her out," and opening the cock, a most unearthly scream went up from under his feet. Jumping to the air-brake and reversing the engine, the train was quickly stopped and all hands rushed back to ascertain the meaning of that unusual cry. There on the track, torn to pieces by the wheels and scalded beyond recognition, was the remains of a man, who had been stealing a ride on the brake-beam of the engine-tank, so as to be near the heat of the fire-box, and had received the full charge of steam and hot water on his body, and had been blown from his insecure seat without a moment's warning into eternity, adding one more to that great list "missing."

"Bootblacks that are up to the times never pay fare. They wait until the train is under headway, run along beside the car, catch on to the irons of a door swing themselves under, and find a comfortable seat on a brake beam, where they while away the time playing cards and sleeping, and enjoying themselves fully as well as those who may be reclining on a cushioned seat immediately over them. Winter, however, drives them to shelter, and those who do not migrate to the sunny climes of the South, find a haven in some county jail, under whose friendly roof they sleep away the cold days and are

fat and ready for the summer trip when spring opens. Two men, while watching the loading of a car of United States bonded merchandise in New York city, concluded to take passage to San Francisco. They procured an augur and small saw, and during the night sawed a piece of beveling from the floor of the car, procured a supply of water and food, and rode 2,000 miles before they were discovered. One of them came out for exercise gave the thing away. They were arrested and held until the Custom-house authorities in San Francisco had examined the contents of the car, and finding it undisturbed, they were released. —*From the Leadville Herald.*

OLD POSTAL DAYS.

One morning, while waiting for the coach, an old California miner gave me a very vivid description of the postal service, as he remembered it years ago. Not in the wild mountain regions where we were—for they were at that time an unknown wilderness—but on the great plains where the Pacific railroad runs so smoothly. In those days a heavily laden wagon starting from the Eastern States took six months to cross the continent, and emigrants traveled in large companies for security. So it was reckoned a great thing (equal to Jules Verne's "Round the World in Eighty Days") when a party of keen, hard riding, fearless men, resolved to carry letters from the shores of the Atlantic to those of the Pacific in fourteen days, and carried out their promise in the face of all difficulties. A company was formed, known as the Central Overland California and Pike's Peak Express. Almost the entire distance from ocean to ocean was divided into runs of sixty miles each, and at all such points rude log huts were erected as stations for the pony express. Here the most experienced scouts and trappers—men noted for their horsemanship and courage—were placed in charge of strong, swift ponies, selected, like their riders, for powers of endurance and hardness. They were a cross between the stout, sure-footed Indian pony and the swift American horse. Perilous lives these men led, in constant danger of attack by highway robbers or wild Indians, but the wages paid by the company were sufficient to secure a staff of determined men, hard as nails, and accustomed to face danger and death without shrinking. Twelve hundred dollars, equal to £240, was the monthly wages of an express rider. Of course, under such circumstances, the postage was high, the charge for a quarter-ounce letter being \$5 in gold, equal to one sovereign. The total weight carried was ten pounds. As a commercial speculation, the experiment proved a failure, and, after running steadily for two years, the ex-

press company was found to have lost \$200,000, at which period it collapsed, leaving no trace of existence, save a few ruined log huts. The telegraph being then completed, its continuance was no longer deemed necessary. On the east the railway was already constructed as far as St. Joseph, which consequently was the first pony station on the New York side. The vast expanse of the prairie and mountain lying between St. Joseph and San Francisco had to be traversed in 240 hours, which was reckoned "good time," and no mistake about it, the distance being fully 2,000 miles. Once a week a messenger started from either shore of the great continent. Spurring his steed to its utmost capacity, he galloped over hill and dale for miles at a stretch 'till he reached his destination, where the next expressman was waiting, ready to start without the delay of one moment—the incomer not waiting even to dismount, but tossing the precious little bag to its next guardian. Then man and beast enjoyed a well-earned rest till the arrival of the messenger from the other direction, when they started on the return journey. So marvelously punctual was this mail service that the last man generally delivered up his charge within a few moments of the time fixed, notwithstanding all the troublous chances it might have encountered on its journey of 2,000 miles, of what might truly be called a "great lonely land." The general post, with heavier bags, reached California via the Isthmus of Panama, to which point steamers ran twice a week from New York and San Francisco. From one city to the other was a whole month's journey. The arrival of the eastern mail was a signal for a wild excitement in San Francisco. Merchants, eager for a word from home, rushed to the postoffice the moment the gun was fired to announce that the steamer was in the harbor, each eager to take up a position as near as possible to the postoffice window. In a few moments a line was formed, perhaps literally half a mile long, of anxious letter seekers, and late arrivals knew that hours might elapse before they could hope to get near the window. Then a sort of auction commenced and men who had rushed in and secured good places in the front of the line (often without the expectation of a letter, but simply as a speculation), sold their position to the highest bidder. Five, ten, twenty pounds, were sometimes paid down by eager men, flush of gold, rather than wait five or six hours for the letters they longed for, but which, too often were expected in vain, and grievous was the disappointment with which, at last, they turned away. Some were so anxious that they took up a post at the window hours before the steamer arrived, even waiting through the night, and all were compelled to abandon their position and go in search of needful food. Perhaps at that very moment the firing of the mail gun called them back, to

find a long line rapidly forming, at the end of which they had to take their places with the prospects of again waiting for hours. What a different scene from the San Francisco of to-day, the busy, bustling, vast city with its intricate postal service, daily mountains of mail bags, brought from and dispatched to all corners of the earth, by railways, steamers, and sailing ships.—*Gentlemen's Magazine*.

GOING TO THE DENTIST.

I like to come across a man with the tooth-ache. There's something so pleasant about advising him to stuff cotton in it, to use camphor, creosote, peppermint and "relief," that I always feel better after giving it.

I have been there—had an aching snag, and I know just how it feels. It used to wake me up nights, and make me mad at noon, and set me to swearing early in the morning. I didn't meet man or woman but what they advised me. One said that a hot knitting-needle pushed down on the root was excellent; another said that opium was an excellent thing; and others said that it must be dug out by the dentist.

If I sat down to dinner, that old tooth began to growl. If I went to bed, or got up, or went to a party, or stayed at home, it growled just the same.

It wasn't always a growl; sometimes it was a jump that made my hair stand up, and again a sort of cutting pain that made me make up faces at the baby, and slam doors, and break windows. I ate cotton, peppermint, camphor and opium, until I got black in the face, and that old snag kept right on. I put bags of hot ashes to my cheek, applied mustard, held my head in the oven, took a sweat, and the ache still ached.

After the third week neighbors didn't dare let their boys pass my house, and tin peddlers and book canvassers went around on another street. I was becoming a menagerie, and at last I decided to have my tooth out. I decided to and then I decided not to. I changed my mind four times in one afternoon, and at last I went.

The dentist was glad to see me. He said that if he could not take that tooth out without hurting me he would give me a million dollars. It got easier as he talked, and I concluded not to have it pulled. I started down-stairs, but a jump caught me and I rushed back. He said he would look at it; perhaps it did not need pulling at all, but he could kill the nerve.

By dint of flattery he got me in the chair. Then he softly inserted a knife and cut away the gums. I looked up and said I would kill him, but he begged

me not to ; said the cutting was all the pain there was to it. He finally got me to lay back and open my mouth, and then he slipped in his forceps, and closed them around the tooth.

"Ohsordorordondordeosoforsor !" I cried, but he didn't pay any attention to it. He drew in a full breath, grasped the forceps tightly, and then he pulled Great spoons ! but didn't it seem as if my head was going. I tried to shout, grappled at him, kicked, and then he held up the old snag, and said,—

"There ! I guess you won't feel any more aching."

I leaped down and hugged him. I promised him ten million dollars. I told him to make my house his house forever. I hugged him again. I shook hands with everybody on the street, kissed my wife, bought the baby a dozen rattle-boxes in a heap, and it seemed to me as if the world was too small for me, I was so happy.—*Waverly Magazine*.

ANNUAL SESSION OF GRAND DIVISION.

The seventeenth annual session of our Grand Division was held in the city of Boston, Mass., October 21 to 27, inclusive, and was one of the most enthusiastic we have ever held. It was largely attended. Nearly all divisions were represented. and a full corps of grand officers present, except Bro. L. P. Martin, G. I. S., and Bro. E. O. Soule, of the Insurance Committee. There were present permanent members, P. G. C. C., W. L. Collins, L. R. Carver, Frank Rosenkrans, Hy. Shew, J. H. Archer, H. S. Chapman, C. R. Ashton, Ben. Arnum, Samuel A. Hernan, R. E. Fitzgerald, M. Ryan, E. B. Hunt. We missed the familiar faces of Brothers C. A. Stanchfield, Davidson, Whissen, Morford, Aechternacht, Brown, J. C. W. Long, Kimball, Jackman, Dunn and Stone from our ranks ; one, Bro. Long, has registered in the Grand Division above, all the others were detained at home by business engagements ; but we trust they will be on hand next year to take part in our deliberations. At 9:30 a. m. the gavel fell, and there were present and answered to their names, the following grand officers and delegates :

C. S. Wheaton, Grand Chief Conductor.
 Samuel H. Defries, Assistant Grand Chief Conductor.
 W. P. Daniels, Grand Secretary and Treasurer.
 James Laughlin, Grand Senior Conductor.
 E. H. Belknap, Grand Junior Conductor.
 E. B. Hunt, Grand Inside Sentinel, pro tem.
 J. D. Hamilton, Grand Outside Sentinel.

DELEGATES.—C. F. Rexinger, 1; E. J. Richmond, 2; Charles S. Kick, 3; F. M. Landon, 4; M. C. Savage, 5; A. S. Parker, 6; R. G. Qualtrough, 7; O. Sackett, 8; Hiram Hurty, 9; Miles Hoadly, 10; J. W. Unkifer, 11; P. F. Duffy, 12; W. H. Ingram, 13; F. A. Bunnell, 14; S. A. Hunn, 15; A. Douglass, 16; Charles Stewart, 17; F. M. Conlan, 18; H. S. Hussey, 19; D. H. Rogers, 20; Allen Potter, 21; G. B. Phelps, 22; George

M. Mudgett, 28; F. W. Hunt, 24; G. W. Howland, 25; W. S. Sears, 26; A. Cameron, 27; W. C. Wright, 29; B. Grist, 30; W. C. Cross, 31; Joseph York, 32; Henry Case, 33; W. F. Conner, 34; W. L. Park, 35; L. German, 36; Sam. Phipps, 37; D. Bowers, 38; W. W. Flack, 39; George E. Pennock, 40; C. H. Wilkins, 41; E. P. Conklin, 43; G. M. Shute, 44; H. Evans, 45; W. J. Durbin, 46; T. R. Sampson, 47; John F. Ryan, 48; J. J. Lonergan, 49; D. J. Ewell, 50; Samuel Proud, 51; J. Romaine, 52; J. E. Harnest, 53; E. P. Storm, 54; Ed. Coman, 55; C. B. Dillon, 56; Alf. Bailey, 57; A. E. Gaylord, 58; J. B. Powell, 59; J. M. Patterson, 60; G. E. Willott, 61; A. H. Gardner, 62; W. P. Hancock, 63; Thomas Fitzmorris, 64; A. D. Butt, 65; W. E. Forker, 66; I. H. Kepers, 67; D. G. Burghart, 68; J. B. W. Johnston, 69; E. H. Wilcox, 70; F. Sitts, 71; Wm. A. Webster, 72; Robert Bycraft, 73; D. L. Demorest, 74; J. B. Copeland, 75; W. Murray, 76; B. F. Blount, 77; E. B. Carr, 78; Wes. Permar, 79; W. S. Hemperley, 80; S. M. Freeman, 81; E. D. Carrell, 82; J. L. Richardson, 83; C. H. Lewis, 84; L. W. Roberts, 85; E. Valentine, 86; W. B. Haywood, 87; M. T. Marchessault, 88; S. F. Randall, 89; S. O. Goodman, 90; W. O. Mohler, 91; G. W. Lovejoy, 92; J. A. Shipman, 93; J. M. Cavanagh, 94; M. T. Hunter, 96; A. Johnston, 97; J. G. McElroy, 98; E. A. Fargo, 99; W. F. Sullivan, 100; M. R. Mansfield, 101; E. Hamilton, 102; B. F. Shindler, 103; J. E. Brazee, 104; R. E. Harris, 105; A. M. Crane, 106; Frank Matlack, 107; J. W. Mutter, 108; C. Pfeffer, 109; J. C. Glendenin, 110; W. H. Stoddard, 111; T. J. Wright, 112; L. F. Horn, 113; A. A. Connor, 114; S. E. McCarthy, 115; O. M. Morris, 116; J. H. Gardner, 117; Merritt Kent, 118; W. P. Sheehan, 119; W. E. Cass, 120; F. E. Ketchum, 121; H. E. Cronin, 122; Walter Lackey, 123; D. W. Babcock, 124; A. H. Cutter, 125; J. S. Millsbaugh, 126; W. S. Hale, 127; G. R. Hammond, 128; S. A. Adams, 130; J. McCarthy, 131; W. D. Bonfy, 132; H. N. Ragland, 136; J. H. McClure, 137; W. E. Rice, 138; F. L. Chase, 139; W. T. Crawford, 140; G. M. Loughridge, 141; C. A. Wood, 143; J. C. Campbell, 144; W. E. Bramble, 146; Genther Parks, 147; C. T. King, 150; E. N. Blakeslee, 153; C. A. Burr, 154; L. A. Grover, 155.

M. Ryan, Chairman, J. S. Randolph and J. W. Robinson, of the Executive Committee, and C. A. Millard, of the Insurance Committee.

We have never sat in any convention with as fine a body of men. Intelligence beamed from every countenance, and their acts have shown them to be men of great ability. The Grand Chief Conductor at once appointed the standing committees for the year, as follows:

Jurisprudence—H. S. Chapman, No. 2; James Ogilvie, No. 27; W. S. Seers, No. 26; W. C. Mohler, No. 91; John E. Harnest, No. 53.

Finance—Samuel A. Herman, No. 31; Walter Lackey, No. 122; H. Hurty, No. 9; A. H. Cutter, No. 125; J. B. W. Johnson, No. 69.

Grand Officer's Reports—W. S. Durbin, No. 46; O. Sackett, No. 8; L. W. Roberts, No. 85; J. Simpson, No. 47; G. Parks, No. 147.

Division Reports—J. J. Lonegan, No. 49; W. W. Flack, P. F. Duffey, No. 12; W. H. Ingram, No. 11; Samuel Proud, No. 51.

Grievance and Appeals—F. Rosenkrans, No. 52; J. E. McCarthy, No. 115; Sam. Phipps, No. 37; W. C. Wright, No. 29; E. F. Wilcox, No. 70.

The Grand Division then listened to the reading of the Annual Address and Report of the Grand Chief Conductor.

To the Officers and Members of the 17th Annual Grand Division :

We are assembled on this bright and beautiful morning for the 17th time in the history of our Order, and as I stand and view this assembly of delegates and visitors, each face beaming with interest and intelligence, I feel my inability to interest or advance such new ideas as will assist us to more successfully elevate our standing as men of our profession.

There is no nobler calling than that of a railroad conductor. There is none that requires greater display of those essential qualifications that go to make up a true man; and there is no calling that will bring out the peculiar qualities in men more fully. We are, indeed, a peculiar people, and there are few who come in contact with a greater number than our conductors, and few have a better opportunity of seeing human nature displayed in all its forms. There are temptations on every hand. Few who are not conversant with the true situation know just the position they occupy. We have heard expressions of surprise from many of our citizens when they were informed of some of the temptations to which our conductors are oftentimes subjected; and we feel that if the traveling public, citizens generally, and sometimes officers of our lines, were more fully acquainted with the life of our men, they would be a little more charitable in their criticism. But a large majority of the people look upon them as gentlemen of leisure, who simply while away the hours in riding back and forward, visiting with ladies and gentlemen who travel. You may think this overdrawn, but it is simply a fact. How far the reverse is the fact; trace your conductor from his home, where he leaves his little family, may be well, may be sick; as he comes to the station he must acquaint himself with all orders and new facts that may effect his day's work, and when ready to start, takes his train with the feeling that every passenger in his charge considers him legitimate prey and feels at liberty to defraud him a thousand ways should the opportunity offer. Please ask your conductors how many ever extend their ticket without first being reminded that one was necessary? They are few. We have said nothing about the questions—they are legitimate matters, and you must answer until the passenger is satisfied that you know your business, and that he or she is on the right road. If your ticket is over date, the official is terribly mean if he don't take you to your destination and pay your fare out of his own pocket. If your mileage book lacks three miles he is a big hog for making you pay the fare. If he is not allowed to stop at your station to take on or let off passengers he is "just too awfully mean to live, there now," and in spite of it all he must be a gentleman. Isn't it a wonder that our conductors are so uniformly genial as they are? We think so, and it is of this class of men that our Order is composed, and they are the men whom I have before me to-day.

There are also many things that have a tendency to embarrass our conductors in the service, and one is the continued appeals, by parties and some papers of limited ideas, to the baser prejudices of the men, endeavoring to incite discord in the service, by making them feel that they have been unfairly dealt with by companies and officers. I have read many times during the year, articles that were written purely to stir up strife and bolster up ideas that were as base as the minds that originated them, and in the same breath claim to be the friend of a conductor. Conductors, do your friends advise you wrong? I think not; and you will note that in each of these articles the writer betrays his ignorance of the very topic he intends to discuss. Follow this class up and you

will find that they are your friends just so long as you cater to their support, and then the curtain drops, and you see them in their true light—*meddlesome ignoramuses who make their living by catering to the baser prejudices of mankind*. The railroad men of this country are well represented by the various standard railway periodicals. The B. of L. E. Journal, and B. of L. F. Journal, and last, but not least, our own "Monthly." There is no need to go outside of the service for a representative, and we believe they all teach good morals, truth and justice to all; guarding the rights of all employes, and discordant words are not found in their columns. Let us then, with one accord, support the good, use every influence against the bad, that we may fully carry out the principles of our beloved Order.

We have come together, in this historic city, where liberty had its birth. The soil on which this city is built was baptized with the blood of our forefathers. Just over there, but a few steps, was fought the battle of Bunker Hill. Who is there among us who has not the American pride, and feels his blood run quickly through his veins when his memory recalls those historic scenes? 'Tis but a few steps and we can stand with uncovered heads in the hall where the renowned Webster made his famous speech. And, it is in this historic city that we, the representatives of the Order of Railway Conductors have assembled, to transact the business of our Order. In those dark days that have passed so far into history the eyes of all were upon those who were acting such a prominent part in the Nation's history, the same is none the less true to-day; the eyes of the railroad world particularly are upon you and your acts. As the acts of those heroes of '76 brought freedom, education and happiness to the American people, so we trust will the acts of this Grand Division bring freedom, education and protection to the thousands of conductors and their families all over this broad land. We, the Order of Railway Conductors have to face a grave responsibility. We have, through a united effort built up one of the grandest protections that it has been the lot of man to witness. And now our worthy associates desire its protection. From the North, South, East and West comes the cry, make us eligible to receive your benefits, and let it be said of us that we fainted not when we faced the responsibility, that we acted like men when in the face of the foe.

We believe there was never a time when the duty of a Grand Division was more clearly defined than now, assembling after the closing of a year that has been the most successful of any we have ever seen, which has endorsed and verified the wisdom of the acts of our last Grand Session, when objections were made, to the policy pursued by the majority of our brothers in the establishment of a Monthly, as it was termed, another means of depleting our treasury. We left Kansas City with a full view of both sides of the case.

We came over here to attend our next annual meeting, and as your representative have brought back the evidences of our stewardship, and the facts we will lay before you, and you shall be the judge of whether it was wise or not to take an advance position, or to advance backward into obscurity. This is an age of progress, and we must face the tide. It takes hard, earnest work, and thank God

our Order has those within its membership that never rest when its interest is concerned.

DISPENSATIONS.

We have granted an unusually large number of dispensations this year. The greater number being to change time and place of meeting of divisions, elect officers to fill vacancies, and to hold special meetings to elect officers before the time specified by law. The principal dispensation being to move Division No. 25 from Ogdensburg, N. Y., to Watertown, N. Y., as the members could not attend at Ogdensburg—their lay-over being at or near Watertown.

SPECIAL DEPUTIES.

On receipt of the printed proceedings of the 16th Annual Session, I found that in order to employ special deputies at a salary, I had to ask permission of the executive committee; this struck me as peculiar, as the law gave me that right unqualifiedly, and I could see no way that the resolution could effect a standard law. Yet I was determined to go as close to the law as I could, and at the same time yield due deference to your wishes. On December 10th, I asked, and received soon after, permission from your executive committee to employ deputies when I deemed it necessary, and have done so during the year at an expense of \$490. Each bill has been sent to your executive committee, and had the approval of the full committee, but one, that of our late Bro. C. R. Marsh, of No. 65, who was deputized to go to Los Angeles, Cala., and got caught in a washout, and this made his bill somewhat large. There have been organized by deputies 48 divisions, making an average expense to each of \$10.20, having organized the balance personally. Many of them being organized without expense to the Order, and to all, who, this year, have in any manner assisted me in the work I return my sincere thanks and trust it will ever find such friends and helpers as it has for the past year. When brothers will double the road twice and ride 300 miles to organize a division of our Order, they deserve great credit. This has been repeatedly done during this year, in order that we all might reap the reward.

On Monday, October 6th, I received a detailed report from Bro. L. R. Carver, who had done the portion of the deputy business assigned him during the year. The report of itself is a model. During the year, he traveled 20,117 miles, organized 25 new divisions, re-organized one, 26 in all, at which meetings 379 were present and made members of our Order. Total amount of time to accomplish this work was 64 days at \$5 per day, making a total expense of \$320 paid him. There was received from this work

Initiation and promotion fees, 379 members	-	-	\$ 379 00
Received on account of sale of Charters and Supplies	-	-	1,375 00
Total,	-	-	\$1,754 00
Deduct Deputy fees	-	-	320 00
Balance on hand in favor of the Order	-	-	\$1,434 00
DOES IT PAY TO EMPLOY BROTHERS TO WORK ?			

NEW ORGANIZATIONS.

We have during the year organized 60 new divisions, and now stand with a solid column of 153 divisions. Truly we have reason to feel encouraged in the work, when we consider that from the foundation laid in the years gone by, we, in the last four years, have raised this magnificent structure. Who is there among us that can not feel proud of our Order to-day? Is there one among the brethren here assembled that would desire to have it back, that we might organize a narrow-gauge policy? When we were told, over in Kansas City, that we would bankrupt the Order this year, we then thought that it would be better to wait until there was reason to change the policy before crying change. We were asked, where is the money coming from? our answer was from the new organizations. And we are here to-day to verify the words spoken then in full faith that they would prove true. I trust, that after the experience of this year and its three predecessors, that not one brother will be found who will have the audacity to face this array of intelligence, and take the grave responsibility of, in the least, retarding our work. There are thousands knocking at our door; shall we perfect the means to have them admitted, shall we gather them in? Methinks I hear every heart in this vast assembly echoing, yes—and perhaps, at this time, it would be well, for the benefit of our new brothers, to state what is the fact, that for every dollar we have paid out for advancing the Order, we have received one in return, with good interest; from 25 divisions, 825 members and \$2,500 in debt, four years ago, to 153 divisions, and a surplus in the treasury of \$4,144.68. You ask, does it pay to push the work? Look at the standing of to-day and then tell me if you feel like taking the responsibility of retarding its progress. It is too great a responsibility for any man to assume. Then let us hope that the acts of this Grand Division will be such as will give all to understand that we are to be in future as in the past a progressive organization. Look for example, at our associates, the Firemen, paying \$8,000 each year salaries to officers, and the new organizations and the Journal paying it. There is an example worthy of emulation by all. Let it not be said of us that we are behind them, who labor in a junior position, but let us press forward that we may take first rank as an Order and in the service. I have appointed as deputies to assist in this work, brothers Marsh, of 65, Belknap, of 83, Carver, of 38, Robinson, of 46, Bycraft and Pomeroy, of 73, Chase, of 40, Daniels, of 58, Wood and Millard, of 9, Rosenkrans, of 52, George R. Hammond, of 35, German, of 36, and to all who have in any way assisted me in this work I tender my sincere thanks.

DECISIONS.

A large number of questions of minor importance have been asked during this year and I do not deem it necessary to take up your time to go into detail, but will give the most important for your consideration. In answer to the brothers of some 20 different divisions, I defined that the jurisdiction clause of our Order as it now reads, gives two divisions jurisdiction over a candidate. The words "terminus

of his run or where he resides," certainly implies two places, and I so decided.

In answer to questions by Bro. W. P. Daniels, Grand Secretary and Treasurer, we made the following decision in regard to withdrawals: "When a member withdraws from the Order, he must not be given a withdrawal card, and he can only become a member of the Order again by petition, as provided in Art. 3, of the Statutes. A member holding a withdrawal card is a member of the Order, and subject to discipline by any division should he engage in the sale of liquor, or violate any law."

In answer to questions from several parties as to the eligibility clause in our Constitution, I decided that a conductor who is employed by the month as a conductor, and has been so for twelve months, can join the Order.

In answer to Division No. 56, who asked: "If a person, who had run one year on surface railway, and was in the employ of the N. Y. Central Sleeping Car Co. could join our Order." Our answer was that we had always judged the company to be one and the same as the N. Y. Central Railway Co., and had the applicant served five years on a surface railway he would be eligible to join, but not in the case referred to, as the spirit of our law defines the word conductor in such a manner that it cannot be misconstrued.

In August it was brought to our notice that Star Division, No. 31, was operating an insurance association, known as the Mutual Benefit Association of Star Division No. 31 under a separate set of By Laws from their Division By Laws, and that members within the jurisdiction of other divisions were endeavoring to join No. 31 on this account, we at once asked for and received a copy of those By Laws, and by our direction the association was at once discontinued. Our view being, that our laws and charter only recognize one Order and one insurance association, and any other operated under that law and charter could not be recognized, and must be discontinued. The brothers of No. 31 very promptly complied with the order, which we believe to be an unintentional error on their part.

RAILWAY CONDUCTORS' MONTHLY.

About the 10th May, I received a letter from Bro. George J. Johnson, of Division No. 61, in regard to making our Monthly the organ of the Yard Master's Mutual Benefit Association, and in a few days after from Bro. J. C. Campbell, President of the same Association. I at once conferred with Bros. Defries, Daniels, Belknap and Ogilvie, my associate editors, and they were all in favor of the project, and upon June 7th I left Elmira for Atlanta, Ga. to attend their annual meeting, stopping over at Cincinnati, O., and passing a pleasant day with No. 107. At Atlanta, Ga., under the appropriate order the Executive Committee of the Yard Master's Association recommended the adoption of our Monthly as their organ. We were called on, and extended our right hand to our brother railway men, many of whom are members of our Order. Offering them space in our columns, and also space for their division notices, which was accepted by a unanimous vote, and we now report the facts to you, asking that you en-

dorse our offer to these gentlemen, and we do so believing that our interests are identical, and that we can be of great service to each other, and we believe that as soon as our stand and the value of our assistance is known, it will be the means of greatly increasing our subscription list.

Our Monthly was started, as you are well aware, in face of previous failures on different plans. We undertook the editorial work with many misgivings. We have given it many days and nights of faithful work and hard study. How well we have succeeded you are better judges than we are. That we have made many very many mistakes we are well aware. It could not be otherwise, for inexperienced as we were, we had to learn, and the year has been a continued school for us. We have had the able assistance of many of the brethren, and together with the assistance of my wife, we have given you each month your Monthly. We hope and trust that it has been the means of assisting you in whiling away an occasional weary hour. That five of our divisions were raised directly through its influence we are certain, and it has thus, if not otherwise, been a source of benefit to our Order.

Although a financial success, it might have been made much greater had the brethren taken hold of the matter as they should. Some of our divisions condescended to order one copy, and some not any, they seemed to say, "we thought it would die, and if it won't itself we will try and kill it." Not willing to try it on its merits but withhold that support that is essential to its success; but thanks to the hard working brothers and the generous public, we can stand here to-day and inform you that it is a grand financial success. It can be made one of the strongest levers for good in the land. Shall we make it so? You must answer the question and shoulder the responsibility or share the credit.

It has been asserted that as proof that the brothers were opposed to it, that the large portion of our subscribers are those outside the order. If this be the fact, we are sure that not one brother of our Order will be opposed to taking the nice balance we have received this year, and putting it into our Grand Division treasury, and would that we could publish a book that the outside subscriptions would pay all our expenses even though not one brother took it, would it not be a good investment?

As above stated, the contract for printing the Monthly, for the year 1884 was awarded to the Gazette Company, of Elmira, N. Y. We feel proud, and justly, so we believe, of the typographical appearance and make up of the Monthly, and we are under great obligations to Mr. R. P. Williams, the foreman in charge of the Gazette job room for his kind assistance and advice. We have never had him refuse a favor—always gentlemanly and obliging, taking the greatest pains with his work, and we know that he has taken personal interest in our work and Monthly.

The Gazette Company are very desirous of continuing the contract, which they are willing to do at present figures, as long as amicable with both parties, and we are of the opinion that, located as we are, having made a grand success, we should be very careful how we make any important change in its future.

RECOMMENDATIONS.

I deem it my duty to use the experience of the past four years in making some recommendations to you as to the future conduct of our Order. It is a noticeable fact that our divisions that pay closest attention to the law, and are careful in initiations are the strongest and best divisions. This ought to teach us all a valuable lesson. It is also a fact that nearly three-fourths of the questions that are asked by members of our divisions are covered by the standard law of the Order, and if properly read would save the Order quite an item in postage. And I would suggest that your Grand Secretary be directed to furnish each division with at least ten copies of our law on or before November 30, so that no excuse need be made that they do not have one, as in five cases this year secretaries have written me that they haven't got a Revised Edition of our law, and much harm has been done the Order this year, by brothers being ignorant of our law. You will remember that at the sixteenth annual session I recommended that some form be prepared to be placed in the hands of division secretaries to instruct all who secure division cards. Your committee on Jurisprudence reported that the law covered the case. Now, my brothers, we have many practical illustrations this year that it does not, and I most respectfully suggest that our law be so amended that no member can get a card until he knows how to use it; or, that the card be thrown out entirely, for no one thing has caused me more annoyance this year than the abuse of our cards. When a brother of our Order asks a conductor, (not a member of our Order) to carry him over the road on a limited train and is refused, remarks, "Well, if you were a member you would, and don't you forget it," or exhibits a card in a bar-rooms and crowded hotels, reading-rooms, remarking, that he had no need an of annual pass. I know it's time we did something to put a stop to such work, for it is injuring us more than you are aware of, and I ask you to do something that will protect the Order.

I would respectfully suggest that measures be at once taken to Charter the Order in the state where the headquarters are located. This I feel the necessity of, for this reason: We have a great amount of property, and it is insured in my name, but if we were burned out the company would have their option about settlement. We must take some business standing, all there is of a business standing now is the credit of its Grand Officers personally, and isn't it peculiar that an Order of 6,000 members, one of the strongest in the country and no business standing?

I would suggest the purchase, at once, of an improved Iron Safe, in which to keep the books and valuable papers of our Order. It has been long needed, but I have not felt that we could afford it until now.

I would respectfully recommend that, inasmuch as the growth of the Order has been unprecedented, and it has now become impossible to transact the business of the Order with the offices of Grand C. C. and G. S. & T. at different places, also, the extra expense of such policy is very great, that this Grand Division order the Grand C. C. and G. S. & T. to locate themselves in an office at the city where the "Monthly" shall be published. This step is a necessity.

I would further recommend that the Grand Chief Conductor be empowered to employ an organizer by the year, at a stated amount, payable monthly. The duties of this official shall be to visit divisions, organize new divisions, and do any work of the Order that the Grand Chief Conductor may find necessary to have done, and to further this matter and make it permanent, I respectfully suggest the following resolution: That on and after this date the Grand Chief Conductor is hereby empowered to employ a competent brother of our Order, to whom shall be paid the sum of \$ per year, payable monthly, and whose duties shall be to organize, visit divisions, and do any work in the interest of the Order that the Grand Chief Conductor may find necessary. The Grand Chief Conductor shall be responsible to the Executive Committee for such employment. Said Special Deputy Grand Chief Conductor shall report to and receive all his instructions from such officer. This step is necessary for the promotion of the work of the Order, and we firmly believe that the history of the past will verify my statement, that for every dollar we pay out in the progression of this work we are paid back four fold. And when we take into consideration the fact that the new work of each year for the past four years has paid for itself and a balance besides, we can but ask, and do so confidently, that our labor will be crowned with success, and that for the amount paid to this brother we will reap a benefit that will more than pay the way of the Order. It is a fact, I believe apparent to all, that we must have this work done, and we must perfect means to do it.

It is not a new thing to the older members of our Grand Division to have the welfare of those members of our Grand Division brought up who are unable to follow their usual avocation of train conductor, and we have from year to year made such provisions as we could for their relief, but in no case has it been such as would grant that relief permanently, or place the brother in a position to feel independent and able to take care of himself. It is my opinion that as fast as these cases come to our notice we should take some measures at once to afford, not temporary, but permanent relief. The case I more particularly refer to is that of our worthy Bro. Hy. Shew.

Bro. Shew came into the office, as my assistant, in January last, and since that time has been employed there on the small salary of \$9 per week. In August it was raised \$1 on account of care of office. There had been no appropriation made to employ such help, but after consulting Brothers Defries, Daniels, Ryan, Robinson, Long, Belknap, Ogilvie and others. I decided to ask him to come and enter the service. He has performed his duty well; when able, has done me good service, and during the period above specified has almost taken the entire charge of the mailing list of the Monthly. I do not believe the Order will ever regret the amount paid for such service, nor do I if it had been double what it is.

During the year I have taken the advice of three of our most successful physicians, and although they differ somewhat in theory, yet all advise that it is detrimental to occupy an office daily with one who is afflicted with lung or bronchial trouble. And in view of all the

facts in the case, as Bro. Shew has been obliged to forego the comforts of family and home—living alone in the world, so to speak—and I know this must be terrible to one who is in as poor health as our good brother, and is at any time liable to be taken sick, and thereby being deprived of his salary and perhaps the very comforts of life. I would respectfully suggest, that this Grand Division direct your committee on Jurisprudence to draw up an address to the brothers of our Order, requesting them within 60 days to contribute whatever they desire to relieve our brother, and start him in some light business. With this start, and the assistance of his two sons, (aged 11 and 13 years,) I am sure he will be placed in an independent position—placed where he rightly belongs, so that he need not feel dependent on the charity of any association or order from day to day. I commend this to your earnest, careful consideration.

We would respectfully recommend that the Grand Chief Conductor, or some other brother of our Order, be directed to prepare at once a digest, giving points of law, decisions, and all points bearing on that law. We believe this is essential, inasmuch as not one of our new divisions are at all conversant with acts of our Grand Division back two years, and there are some of their acts that are the law of to-day, and the sooner they are informed the better it will be for all concerned.

I would further recommend that the charter members to form new divisions be limited to 20 in each case. One of the great evils of our system now is, our large charter lists. They greatly increase the chances of getting in bad men, and your grand officers cannot control the matter as it now stands. We are obliged to accept whatever is offered on charter list, if no one interferes.

I would suggest that this Grand Division (in order to throw a stronger safeguard around our privileges) direct the brothers to remove any property of the Order when found in the hands of those who cannot prove title to it. We have repeatedly given an opinion that they have a right to, and some of the brothers questioned it. I know that our privileges are being abused from day to day. Let us put a stop to it, as far as we can.

I would recommend the passage of a resolution legalizing the election of officers by all divisions held prior to September 24th, as I am sure many have been held, without dispensation, before the legal time.

OBITUARY.

While we are here in the full enjoyment of life and its blessings, there are those of our number that are absent, and as we look about us in the short year that has passed, we see vacant chairs on every hand. Our divisions, many of them, have been called upon to mourn the loss of those, who in life and health, have many times assembled around our altar in the communion of our division; but to this Grand Division there has come a loss that we all feel. During the year two of our good brothers, one who was at one time a member and the other since 1872, always a member. I refer to our late brothers Long and Marsh. They need no introduction to you. Their acts are engraven on the records of our Order, and the loss to this Grand Division of Bro. Long particularly has been great. A noble hearted worker, a genial gentleman, an honored brother. Quick to comprehend and

and prompt to act, he had built up a warm friendship in this Order that few brothers can boast of. But he is gone, and the lesson should come home to this grand body with all its force. One year ago with us, vigorous and well, to-day absent, and I can but stand and wonder who in the year we have just entered upon will be called. It may be you or me. No one can tell. Let us then with one accord "*prepare for that great change when the pleasures of this world shall be but as poison to our lips, and the recollection of a well spent life afford our only consolation.*"

We shall miss Bro. Long, for he has always been our adviser. Our success to-day is in a measure due to his clear foresightedness. His memory will live fresh and green in the hearts of all who have ever met him. Let us all so live that when the dread messenger comes we will hear the blessed words, "Well done, good and faithful servant, enter thou into perfect rest."

We would suggest the appointment of an appropriate committee to draft suitable resolutions of respect and condolence to be engrossed and presented to his bereaved widow, whom so MANY OF US DEEPLY SYMPATHIZE WITH.

CONCLUSION.

And now brothers our years' work is nearly done; our report will soon be added to that of our preceding years of service, and the structure of 1883-84 stand complete. We have worked hard. That success has crowned our efforts we are sure. If we have been successful in making 2500 conductors and with them their loved ones eligible to receive our benefits, we are satisfied that there is a reward for us beyond this world of slights and jeers, and the consciousness of a duty well done must fill every brother, who has in any way assisted in accomplishing this grand result. Let us hope and trust that in the years to come we will continue to grow and strengthen until we absorb all that is good in this life.

That I have made mistakes I am sure, but am stimulated by the thought that they were errors of the head and not of the heart. I would have done more if I could, but have many times laid down my pen discouraged to take it up again and go forward with renewed vigor, and I present you my fourth annual report with feelings of pride when I look back over these four years and view the structure we have builded. The secret of this, my brothers, is that we have worked. We have had no internal dissension. All have acted as brethren ought. And let us, who are to-day assembled, pledge ourselves anew to carry on the work from this day with a greater degree of earnestness than ever before. We have during the year traveled over 20,000 miles. We have attended Union Meetings in the States of Iowa, Wisconsin, Illinois and New York, and visited forty of our divisions, organizing thirteen and attended to the work of the office of Grand Chief Conductor, and edited your Monthly. There has been received and answered from our office during the year over 4500 letters, and I do not feel able to undertake as much another year as this, and I most respectfully ask that you take from off my shoulders the responsibility of going out to organize divisions of our Order. I will be glad to go out to State Union Meetings, when the work will permit.

I shall always be glad while in your employ to work for your best interests, and that of the whole Order. Any measures you may adopt I shall carry out to the best of my ability, and I only ask that when you have adopted a line of policy that you sustain me when doing your bidding as an executive officer.

You very kindly, at the 16th annual meeting gave me 30 days' leave of absence. I have taken eight, and as you are aware no provision was made to supply the place when absent, so I was obliged to work at night to catch up. I have given you three hundred and and sixty-six days' work and many nights during the year. Those who have often visited your office can testify to the amount of work that we have labored with this year. I desire to return my sincere thanks for the uniform kindness which I have received at your hands, and hope and pray that each succeeding year may add to our cause for rejoicing as this. And, as we assemble around this altar to leave this room, that we may leave it with a full consciousness of having performed our whole duty to God, our neighbor, ourselves and our Order.

Yours in P. F., C. S. WHEATON, G. C. G.

REPORT OF INSURANCE COMMITTEE.

To the Grand Officers and Delegates :

BROTHERS:—We, your Insurance Committee, respectfully present our report, regretting that such an act is necessary. Your committee have had presented, for approval, the claims mentioned in your Grand Secretaries report as being paid, and the requisite proofs being furnished, they were promptly approved, and in each case, except one, the claim was paid within 30 days from the death of the brother.

We desire to congratulate you upon the success of this branch of our Order, and earnestly ask that all give this matter of insurance their hearty co-operation.

We have been called upon to make the following decision :

WM. P. DANIELS, ESQ.,

DEAR SIR AND BROTHER:—As we view the case presented by your question, "Does a disability claim date from the time of disability, or from the date of approval by committee?" See Art. 15, page 40, Insurance Laws. "*No disability claim can be paid until proven to be permanent.*" The committee have no knowledge of any claim until duly filed for their approval, and any member who withholds his disability claim, takes his own chance as to whether the amount is more or less than that of any specified date. Any member is entitled to one dollar for each member in our insurance at the date of approval by the committee, providing in no case it should exceed \$2,000, (as provided in Article 16, page 40, Insurance Laws.

We would respectfully recommend that no change be made in our present form of Insurance, except the appending amendments, firmly believing that, with proper attention and support, we have one of the best insurances in existence. All of which is respectfully submitted by

Yours in P. F.,

C. S. WHEATON, }
C. A. MILLARD, } Com.
E. O. SOULE, }

EDITORIAL DEPARTMENT.

All communications for the MONTHLY should be addressed to the undersigned, 104 Lake street, Elmira, N. Y., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom-de-plume is used*; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed. We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than the fifteenth, as we go to press on the twenty-fifth of each month. C. S. WHEATON, Editor.

EXIT 1884.

With this issue we close Volume No. 1 of our Monthly. Twelve times during the year has the Monthly spoken through its columns to the great army of railway men in this country, and as we pause to survey the years' work, we can but hope that by thus speaking we have caused some new ideas to enter the minds of some of these men; have caused a new train of thought; have stimulated them to nobler action, and have thereby benefited them and the companies they serve.

We took the chair as editor with many, many misgivings, being almost entirely ignorant of the duties that would demand our attention, and with a dim, uncertain vision of what such a periodical ought to be, we have plodded along through the year, step by step, peering our way into the future, until we have come down to this the closing number. We have endeavored to make our Monthly an interesting, readable book; just how far we have succeeded our patrons are competent judges. We could have published a book that perhaps might suit many classes better, but it was our aim at first and always shall be, to endeavor to educate our readers by giving them no opportunity to read from our columns any other than such matters as will have a tendency to lead them to better thoughts, better acts, and a more noble being in this life. We are fully aware that an advanced position in such matters will meet with many criticisms and much condemnation by certain classes, particularly in railway service, for this we care not. We take the proud position of our Order and endeavor to maintain it as best we can, with our small ability, relying upon those whom we have associated with us, to furnish what we may lack, to make it a grand success.

The Monthly is now established, and we can but predict for it a grand future. It has thus far shared in the general success of our Order, and we believe it will continue to grow in strength as the years roll on. It can be relied upon to advocate at all times the best interests of railway employes as we view them.

Having been through the various lines of the service and earned our promotion from the ranks, we know by practical experience whereof we speak, when speaking of railway employes. The platform of the Monthly could not be other than the platform of our Order. We are unqualifiedly opposed to strikes or coercive measures by railway employes, believing that gentlemen should meet gentlemen on even ground and settle all differences of opinion as becomes gentlemen. We are opposed to the use of any intoxicating liquors by railway employes. We will not give our reasons here, but simply ask each employe, from president to track walker, to look around them and we are sure argument is unnecessary. It is our earnest desire to see the railway employes of this country take rank as among the best in the country, both socially and morally. It is a grand work, and all must remember that it is a work that must be done largely by the men themselves, not by outsiders. Outside parties desire only self benefit, and in nine cases out of ten, financial benefit. Their sympathies for us as a class are measured by the dollars and cents they receive, and such sympathy and assistance is of little if any value, for all parties of this class cater to any and all prejudices of our associates in order that they may win favor and increase the measure of their usefulness (*i. e.*) to their own pocket.

To our many patrons who have stood by us during the year, the first of our existence, we desire to return our sincere thanks, and do so, hoping we have merited by our course, a continuance of your patronage in the future. Many subscriptions expire with this issue. We would be pleased to again enroll you for the year 1885. We are authorized to add eight pages of reading matter, making our book fifty-two pages. It will give a much larger space to matters of interest to the general public. We will also be able to add one page to each department, giving more fully the current railroad news from all quarters.

And now kind friends our years' work is nearly done, and as we close our work and pause to look back over the year, we are appalled at what we see. How many homes have been broken asunder and left desolate, how many of our brothers have fallen asleep during the year, and the glad light has gone out from these homes. The chain has been broken by sorrow. These lessons should not be lost upon us; they should stimulate all to nobler action and greater fidelity to our cause and the order, and as we gather our loved ones around us, let us join in praise and thanksgiving to the Grand Chief Conductor of the universe that we are permitted to see the close of this year, and join with our Monthly in wishing our patrons and kind friends, one and all, a Merry Christmas and Happy New Year.

DUTIES OF MEMBERS.

Our Seventeenth Annual Session has passed and there are a few lessons that we, as members of our Order, may learn from its work. The first, and one of the most important, is that in our Order matters, we should know no north, south, east or west ; it matters not whether the brothers are from one locality or another, they are as brothers entitled to the same consideration ; another is the matter of economy, it must receive the attention of all sooner or later.

It is a noticeable fact, that, when measures for the progression of the work, that involve any extra use of money are advanced, there are a large class of members who raise their hands in horror, and say we will be bankrupt, and as at Boston, spend half a day quibbling about it; as in one case the sum of \$500 was proposed by resolutions to further the work, the Grand Division spent equal to the sum proposed in time, which was paid by the Grand Division, or sub-divisions all over the country. It is a fact that the session in Boston cost the Order in round figures \$1,000 for each day's session, and a total of \$5,500 . Now, can we afford to expend this amount yearly for our annual meetings ? The question naturally is asked, who is responsible for this waste of time and money.

It cannot be charged to the Grand Officers, for they do not perform this part of the work, and fault is always found with them if they take part in legislation, so it must revert to the delegates themselves. We believe that many ideas are advanced by the delegates without a knowledge of the laws of our Order governing the case or facts they desire to reach, as in some cases at Boston, five and six resolutions were introduced covering the same grounds, and in nearly the same words, and it all takes time. It is a fact that we have been eminently successful under our present law and ritual, and aside from a few incidental changes to meet urgent needs, it seems useless to alter it from year to year, and unless it is stopped, in less than two years we will have to send out a competent committee to again revise our laws to get rid of the confictions, and it will cost about \$250 to do the work, say nothing of the reprint. Every change increases danger of misunderstanding the law, and new complications arising under it ; there are many points of the law that may be made by division by-laws without any change in our general law, and we sincerely hope that in the future all will take this method of fixing any individual ideas you may have in such local laws, and surely avoid any opportunity for change in our constitution and statutes.

It is a pleasure to note that our position as editor of the Monthly, on the many important topics that have come before us during the year, was unanimously sustained by the Grand Division. It has thereby given all to un-

derstand that the Order proposes that the principles it advocates will be fully sustained by the membership.

Among the important acts were those of directing the paid Grand Officers to occupy one office. Perfecting means for keeping our records intact. Arranging for employment of a clerk in the office, thereby enabling the Grand Chief Conductor to spend much more of his time among the divisions of our Order. Several amendments to our laws were passed for the *first* time, and we recommend a careful study of the proceedings on points of law in order that all may be informed of their effect before next session. *Remember they do not take effect until formally passed, and that cannot be until at the Eighteenth Annual session, and we ask that each delegate to the Eighteenth Annual session at Louisville, Kentucky, in 1885, be furnished with a copy of the constitution and statutes, proceedings of the Seventeenth Annual session and a sufficient leave of absence to attend the whole session if it should last two weeks; and please do not elect any delegates to go on visiting trips, but send them for business and then all will be better represented, and we will have the full voice of the Order on all questions.*

The brothers and their families were the recipients on the occasion of their late visit to Boston of many and great kindnesses, and are under great obligations to the railway and steamboat companies, the Mayor of the city, places of amusement, and particularly to the Old Colony Railway and the Pilgrim Society at Plymouth, for an excursion and entertainment while visiting this historic city. The kindness of the gentlemanly proprietors of the United States, American and Revere Hotels and their corps of assistants will not soon be forgotten.

This session has passed into history, and we can say honestly without a regret the brothers came, all had their time for work, gave their ideas, questions of great moment were settled, difference of opinion expressed, questions at times vigorously discussed, but as a band of brethren should, left the place of meeting with no feelings but those of pleasure, profit and brotherly love, returning to their homes to engage in the noble work of the Order with renewed vigor and zeal. The Seventeenth Session closed on Monday, October 27th, and as all stood around the altar singing that most beautiful of all odes, "Sweet bye-and-by," we doubt if ever a more pleasant scene could be witnessed, as hand-to-hand and heart-to-heart the truth of the words seemed to flash, and as all stood with tear bedimmed eyes to receive the parting benediction from our Past Grand Chief Conductor, we could but exclaim in the language of one of old—
"behold how good and pleasant it is for brethren to dwell together in unity"

We take pleasure in placing in our Editorial Department the following from the pen of our worthy brother, W. S. Sears, of No. 26, and one of the pioneer members of our Railway Mutual Associations, we commend his words of wisdom to all.—[EDITOR.]

ADRIAN, MICH., Nov. 4, 1884.

C. S. WHEATON, ESQ., *Dear Sir and Brother* :—In my journeyings from Boston to my home, from the meeting of the Grand Session, my time was occupied in musing, and as I mused the fire burned. There flitted across my mind many amusing incidents that occurred during the session of the Grand Division, and there happened many things of interest to the candid and industrious inquirer, worthy the serious consideration of all lovers of an honest discharge of duty. We are "told" that economy is the road to wealth, if this be so, why not, as an organization, place ourselves squarely on record as such, and faithfully keep and scrupulously preserve the trusts confided to us as delegates from our respective divisions, and perform all the duties which those trusts impose, with strict fidelity. To be in convention and witness the waste of time, was a source of grave concern to me. The waste of one thousand two hundred dollars to gratify a little personal prejudice, (or ambition), over a question which in the aggregate amounted to a sum less than two dollars, was to me superlatively ridiculous, and merited the severest censure. The length of time consumed in doing the work of the convention, necessitated an extravagant expenditure of the Grand Division, and all subordinate division's funds not warranted by the facts, and cannot be sustained by arguments in the array of facts, for the amount of labor performed or services rendered. It may be answered with some foundation of truth, that it was necessary to consume the time to educate the delegates. That would seem to me a very weak excuse, to expend, according to the statement of the Grand Chief Conductor, one thousand dollars a day in round numbers to defray the expenses of the Grand Division, while holding convention, a very expensive way to provide education for three or four hundred men. To many, no doubt, it would be a very pleasant way of receiving it. It may be further asked, what other means have we at our command, that would give to us the same degree of just the kind of culture we need. I say self-culture, however difficult or inconvenient it may be to educate yourselves in the work in which you are now engaged, or in the great work of life, remember that difficulties dissolve before a cheerful spirit, like snow drifts before the sun. Improve your time properly and you will accomplish every laudable undertaking in life, whatever it may be. Let us look at this for a few moments. The Grand Chief Conductor gave it out that by actual figures the expense of the

Grand Division was in round numbers one thousand dollars a day, which for five days would be five thousand five hundred dollars. The Locomotive Engineers have just closed the annual session of their Grand Division, and I am told that the cost to them was sixty thousand dollars. Such reckless expenditure of money draws heavily from the pocket of every member of the Order, and within the past two years I have heard grave complaints from members of the Brotherhood of Locomotive Engineers, that such extravagance is unwarranted, and I know it is. Is not the Order of Railway Conductors drifting rapidly into the same channel? I say yes. They are already in the current in mid-stream, and unless they make up their minds to turn and row their boat ashore they must inevitably go over the precipice into the vortex of irretrievable ruin, (financially). Let us turn our attention to the glorious triumphs which have been accomplished, yes, are already achieved by the assiduity of railroad conductors in mutual or co-operative life insurance; the fundamental idea of life assurance lies far back in antiquity, when the Almighty declared to his servant that his presence should be with him, that declaration has been sacredly kept down through all ages. The little rivulet has found its way down through the centuries, and escaped the acute mathematician for four thousand years, until in the nineteenth century a humble railroad conductor discovers its mighty power, and by the co-operation of his co-laborers, that little rill has become a river that will sweep on through all the rolling years of time, carrying the world of mankind in its folds, down the stream of life, until it should lose sight of stars and sun, by wandering into those retired parts of eternity, when the heavens and earth shall be no more. And when you and I, my dear sirs and brothers, shall exchange our mortality for immortality, and our feeble voices are mingling in the songs that warble from immortal tongues, we shall hear the chant from the realms of eternal blessedness.

All hail to your courage and patriotism. Glory beckons you onward. The immortal crown invites you upward, and could the illustrious dead, who sleep in their graves, hear our every foot-fall, as we advance to our duty for the relief of the destitute widow and orphan children, it would be music in their ears. Let us lay aside all personal feelings and prejudices and unite as one in carrying forward the work of mutual life insurance, and we shall enjoy the proud consciousness of having done our whole duty to God, our neighbor and ourselves, and the dear little ones we leave behind. And in after days, as they rise exulting, will proclaim in choral union to the skies with blessings on our names. Yours truly in P. F.,

W. S. SEARS.

LADIES DEPARTMENT.

IMPORTANCE OF LITTLE DEEDS.

I do not know of any great business system on the face of the globe, where the little insignificant words of our English language may be of so much importance, as in Train Dispatchers and Operators offices of our vast railway system.

The addition or omission of some trifling word in a train order may cause the destruction of thousands of dollars worth of property, or far worse the loss of human lives. I know of one instance where the omission of the little word *to* in a train order caused a frightful collision in which three train men were killed, causing the hearts of their loved ones to almost cease their pulsations at the terrible tidings. Two were fireman, one the support of his widowed mother, the other the life of his parent's home. The third was an engineer having a wife and two little boys to mourn the death of a loving husband and father, without the small comfort of soothing his last moments of terrible agony by their loving presence.

Surely the position of both Train Dispatcher and Operator should be and is in most cases filled by the most trust-worthy of all employes. It must be a very trying position to fill, fully realizing that a little mistake may cause a fearful accident. But the fact of our having so few accidents bears witness of the manner in which the important positions are filled. To fill this position successfully (or any other for that matter) a man never should allow spiritous liquors to pass his lips. If in any station of life a man needs the aid of a clear, active brain, it is the man who has control of the wires. O, how many precious lives are daily entrusted to his care

The life of a railroad man is in constant danger while on duty, but if he can place implicit confidence in his "orders" to bear him safely from one point to another, then half the danger seems to be gone.

But one instance I recall vividly to mind, where an operator *neglected* to perform his duty in displaying his red signal in order to hold an "extra" until the arrival of a certain train. The result was a terrible collision, in which both head brakemen were killed, and one of the engineers walks our streets a cripple for life. Too late to recall them, he remembered his orders to hold them for the arrival of the train from the west.

The loss to the company was very great, but nothing compared to the loss o

the precious lives. No matter what railway position a man may fill, there are very few of them but who have somewhere loving ones to miss and mourn for them.

There are a great many people who speak of railroad men as a "rough set," "ignorant class," &c., &c., and almost believe them devoid of any tender feelings; but they would certainly change their minds if the "Railway Conductors' Monthly" found its way to their homes, as it does to ours. Many times have I tried to read aloud to my husband some of the poems and many sketches contained in them, but was unable to proceed without interruption, on account of a "cinder in my eye," or rather a lump in my throat.

We look anxiously for the arrival, each month, of our Magazine, for my husband is a member of the noble Order of Railway Conductors, and their interests are his interests also. Wishing both the Order and Monthly all the prosperity and success they so richly deserve, under the leadership of the worthy officers of the Grand Division, and assisted by their inferior officers and brother conductors all over the United States and Canadas.

I remain yours respectfully,

A CONDUCTOR'S WIFE.

GIVE THE WOMEN A CHANCE.—We are apparently in the midst of an epidemic of embezzlement, says the *St. Louis Post-Dispatch*. Defaulters, forgers, and swindlers of all kinds abound, and dishonesty among trusted employes is beginning to shake our confidence in human nature.

There is a partial remedy, which is worth trying. This is to employ women as clerks, and to let women handle the cash.

Young women have not the temptations of young men. They do not smoke and drink and haunt billiard-rooms. They do not spend money on hack-riding and on frail companions. They do not know how to bet; they have no chance to gamble.

Women who are so fortunate as to be given a chance to earn their living are regular in their habits. They are honest, sober, industrious, accurate, decent and safe.

A great many women are already employed in all departments of business, and in all capacities. We doubt whether there is a case on record of one of them turning out a thief.

The more generally women are employed in positions of trust, and confidence, the fewer will be the class of embezzlement.

LIFE'S ARITHMETIC.

For The Sun, by a fourteen year old boy.

In a rude school room, where sunbeams fall,
 And make quaint shadows along the wall,
 Sits a little boy, with his brown arms bare,
 With tear stained face and sunny hair,
 Plodding a lesson with school boy hate
 From ink dashed book and battered slate :
 "No rest, no rest till the task is done,
 Two are equal to one and one."

In a quiet room where moonbeams fall,
 And make quaint shadows along the wall,
 Our school boy, now to manhood grown,
 Is holding a maiden's hand in his own,
 Adding, as on that summer's day,
 But adding now in a different way :
 "One and one are only one,
 One from a million will leave none!"

In a noisy room, where laugh and call
 Awake strange echoes along the wall,
 And children shout, and romp about,
 And turn the house all inside out,
 Our boy of old, with a father's smile,
 Holding a babe in his arms the while,
 Studies, still studies, time's changing state,
 But—" *One and one now equal eight.*"

In a churchyard old, where shadows fall,
 Heavy and thick, like a somber pall,
 By the grass-grown graves of his lowly dead,
 Sits a gray haired man with bowed head,
 An aged man of grief, and care,
 The school-boy once with sunny hair ;—
 "No rest, no rest, till the *task is done*—
 The eight that *were* are now but one."—*New York Sun*

YARD MASTERS' DEPARTMENT.

All matter under this head must be in the hands of the editor on the 15th of each month. We respectfully solicit correspondence ; make all articles brief, pointed and as interesting as possible.

We are glad to be able to state to the members of the Y. M. M. B. A. that the Grand Division of the Order of Railway Conductors, at Boston, heartily endorsed the action of the editor and manager of the Monthly in offering to the Yard Master's Association the use of our columns for their official matters, and now we feel free to go forward and give you all the support we can, and add to your success all that this strength can bring. The secret of the success of any association is with the membership. If one goes one way, another in another, and so on, none are benefitted, and the association, in time, falls to pieces ; but if all are united, and work in harmony, what a grand future will develop itself, and to you, members of this grand association, we come and ask you, isn't it to your interest to work together in harmony ? Is there any way that you can better work for yourself or family than by getting a member or ten members in our association ? Every member that is added makes your insurance so much more, and strengthens the support that your loved ones will receive should you be called hence. *Is it possible that men will quibble over small matters when the interest of those that are dearer than life itself are at stake ?* Do not let it be said of us that we did so, but let us be up and doing. Let every member do his best, and I am sure that when we again assemble, in Philadelphia, that we will all be amply repaid for any sacrifice we may have made to advance the interest of our association. Do not think that any organ, any acts of our worthy president or secretary can force a success ? It can't be done. Personal work and attention we must have, and if we do not succeed we must shoulder the responsibility, and no one else. We cannot shift it to any one. We are willing to do all we can, and will leave no stone unturned to make the Monthly a true mouth-piece of this Association. We have many members of the Order who are not yet members of the Y. M. M. B. A. Brothers send to Bro. Campbell for a copy of laws and application. I can cheerfully recommend it to you, and hope that every yard-master in the Order will enroll himself in this association ere this year closes. Members of the Y. M. M. B. A., who are eligible to join the Order, we welcome you, and let us go hand in hand, shoulder to shoulder, forward to success.

—We had the pleasure of a pleasant visit at Boston with Grand Secretary Sanger and Bro. Campbell—the latter being the delegate from Derry Division, No. 144. These gentlemen were handsomely entertained by the members of

Division No. 45. We regreted that business of importance debared us from participating in the pleasant banquet and excursion, as all enjoyed themselves royally, and the visit of the Grand Officers to the Bay state was productive of great good to the association.

Members of the Y. M. M. B. A. are requested to send in news items and communications. We are glad to get them. We will give you three pages in Volume 2, if you will use them. You can make your department as interesting as any in the book. We print all we have this month. Sample copies and subscription blanks can be had upon application, and now is the time to get up clubs to commence with the year 1885. Please give this matter your prompt attention as it will obviate sending back numbers.

CHICAGO, Ills., October, 1884.

C. S. WHEATON, Esq.—*Dear Sir*: At a regular meeting of Div. No. 15, Y. M. M. B. Association, held at regular place of meeting, Saturday, 4th inst., the following officers were elected, to wit; President, Joseph W. Creed, C. B. & Q. R. R. Residence, 864 Western ave; 1st Vice-President, A. F. Fleming, now on retired list; 2d Vice-President, Michael Kinney, P. F. W. & C.; Secretary, Henry R. Hopkins, No. 212 Twenty-Fifth Place, Chicago; Ass't Treasurer, P. Conley, C. B. & Q.; Treasurer, John Roberson, C. S. L. & P.; Trustees, Peter McElroy, C. & W. I.; John V. Gray, retired from active service; Charles A. Brennan, U. S. yards; James Champlin, C. M. & S. P.; Wm. B. Johnson, W. S. L. & P.

Being annual meeting, Secretary read his report for the year. We have forwarded to Grand Secretary Sanger from Nov. 1, 1883 to Sept. 30, 1884, \$905. We have a membership of ninety-two, with several propositions in hands of committees. During the year we have taken in seventeen new members, have dropped four for non-payment of dues. We have some money in the hands of the treasurer, and do not owe a penny so far as known. You see we have lost but few, the secretary making it a point to notify all in arrears at the time, say the fifteenth of each month, and oftener if need be. I think if secretaries would write to delinquents, less would drop out. Our Grand Secretary Sanger, was in Chicago, yesterday, on his way home from St. Paul. He expects to be at Boston with you, hope you will have a pleasant time. Shall be glad to hear from you at any time.

I remain yours truly,

HENRY R. HOPKINS.

BOSTON, October, 1884.

C. S. WHEATON Esq.—*Dear Sir*: Massachusetts Division No. 45, Yard

Masters Benevolent Association sat down to their first annual dinner at the Quincy House, Boston, Monday eve., October 25th, and had a most enjoyable time. They had as guests, President Campbell, Secretary and Treasury Sanger of the Grand Division, and quite a number of Yard Masters from different parts of the country, who united in saying that Division 45 was in a very flourishing condition, and could entertain visitors in a style for which railroad men of the hub are famous. One of the pleasantest features was the absence of all intoxicating liquors, which was commented on by those present, who were united in the opinion above.

After the viands had been disposed of, the company, by order of worthy President Robinson, adjourned to one of the spacious parlors of the hotel, where a couple of hours were passed very agreeably in remarks and reminiscences by the different members.

On the Wednesday following, by invitation of President Robinson of Division 45, President Campbell and Secretary and Treasury Sanger, made a trip to Portland over the Boston and Maine. President Robinson being unable to accompany them. Delegates Bro. Cross of the Eastern, who took them in charge and showed them the various points of interest, along the line of the road. A few hours were passed in Portland visiting the freight yard and the beautiful city. In the evening they returned to Boston, over the Eastern Railroad, well pleased with their trip.

Yours truly,

M. H. C.

St. PAUL, October, 1884.

C. S. WHEATON, Esq.— *Dear Sir:* On the 4th of this month our Grand Secretary and Treasurer, Mr. Joseph Sanger, made us a short visit. While with us he very successfully straightened out the affairs of our division, which had become somewhat mixed, owing to a misunderstanding between the members and the former secretary. There were twenty-two members who met him at our regular meeting that evening. Mr. Sanger gave us a very lucid and concise account of the affairs of our association, and made a few pointed remarks, which greatly assisted in putting new life into our division. Many thanks, Mr. Secretary. A committee was appointed to show Mr. S. and his estimable lady the city the next day. This pleasant duty fell to the lot of our worthy President, Mr. J. G. Cooper, who, I believe, did his whole duty by driving them over the principal part of our beautiful city. Itaska Division, being "financially embarrassed" no other entertainment was attempted by us. We have just completed arrangements for a ball, to be held the 3d of November, and if it should prove a success, we will be in condition, financially at least, to show our appreciation of such callers in a more substantial manner. Itaska Division, No. 21, extends a hearty invitation to the fraternity at large to come and participate in the above named entertainment.

Mr. S. and lady departed by the 9 p. m. train on the C. St. P. M. & O. R. R. for their home, bearing with them the heartfelt thanks and good wishes of the members of this division, and the earnest hope that they will "come again."

Yours truly,

A MEMBER.

RAILROAD DEPARTMENT.

—We are pleased to note that the Railroad Herald publishes a very full report of the proceedings of the Order at Boston. The Herald by its enterprise is fast becoming one of the leading railroad periodicals.

—In reply to an inquiry, we print the following statement, for which we are indebted to the courtesy of General Traffic Manager Kimball, of the Union Pacific. The fastest passenger train time between the Atlantic and Pacific seaboard was that made from June 1st to the 4th, in 1876, by Jarret and Palmer's theatrical train, which made the run from Jersey City to Oakland Point, in 83 hours 32 minutes and 7 seconds, including stops.—Distance 3,319 miles.—*Railroad Reporter*.

—The magnificent and popular steamer Bristol, of the Fall River line, which has been out of commission for over five months, undergoing repairs and being improved, has again taken her old place on the line, much to the pleasure of the traveling public.

During her "vacation" the Bristol was thoroughly overhauled and practically rebuilt, rendering her the staunchest and most magnificent vessel in America waters. The upholstery, furnishing and decorations are all new and of the latest patterns. New carpets cover the floors, the dome of the grand saloon has been newly frescoed, and last, but not least, the Edison incandescent electric light supercedes the old methods of interior and exterior illumination. Gas has been abandoned entirely. Every part of the vessel—staterooms, saloons, decks—all are lighted by the new system. Old travelers to Boston have a surprise in store for them when they board the new ship.—*Railroad Herald*.

The war between the N. Y. W. S. & B., N. Y. C. & H. R., and other lines leading to New York City, still waxes hot, and before long we will perhaps hear of a circular issued by some of these lines reducing the salaries of its employes to meet the contingencies that must necessarily follow such acts on the part of any company.

Travel may be stimulated to an undue extent for a time and the receipts may be increased, but there comes a time when the reaction sets in, and then it as a rule, reflects back, not upon those who have instigated this war, but on the innocent employe who discharges his duty faithfully whether rates are high or low. Our experience is that people who are obliged to travel do so whether rates are regular or cut, and a cut in rates simply invites people to take journeys at low rates that would be taken sooner or later at the regular rate of fare, and having made their pleasure trip they settle down and as soon as rates are restored, we rotate to the regular travel, but the pleasure travel is gone; it may not be noticed for one month, perhaps, but when the yearly report comes the figures show a strong ballance on the wrong side, and we are taught the policy is a suicidal one. It is a noticable fact that people, and large numbers of them, delay proposed pleasure trips to times when they can go cheaply, and every one of these flurries in rates simply educate the people to take every advantage of our railway system that they can. There are companies to day that are asking the men to submit to a reduction of pay, and presenting the facts of a yearly report of the company showing a deficit of some tens of thousands of dollars, and we honestly believe it to be the direct outcome of this line of policy, and we can but commend the policy of the company who maintain the regular rate of fare although the monthly report may show a deficit. The employes of those lines will submit to a reduction with much better grace than of those who beggar the company by a reduction of rates.

THANKSGIVING DAY.

WHAT HAVE WE TO BE THANKFUL FOR.

That God in his mercy hath spared our lives,
 With our beautiful homes and our loving wives,
 Although winter is here and the bleak winds blow,
 And the green mossy grass is all covered with snow,

Still we each have a home, each one can depend,
 On the help of a brother, the advice of a friend,
 For the many rich blessings which have been freely given,
 The gifts we receive from our Father in heaven.

For the beautiful spring time and the summer just past,
 For the rich golden Autumn too lovely to last,
 For the harvest of plenty, the rich fruit of the soil,
 Vouchsafed to each worker the children of toil.

For a land that is free as the air that we breathe,
 When the crowns that are worn are the garlands we weave ;
 No one bows to a king ! No monarch ! No ban !
 The highest treasure of honor in being a man.

For the rich boon of freedom secure in each breast,
 Where the eagle looks down from his high craggy nest
 Sees the old flag still waving o'er land and o'er sea,
 Not a star or stripe dimmed ; what more could there be ?

To our Order what cheer ? What good news for the living ?
 What cause have we for this glorious Thanksgiving ?
 I would point to the record which so plainly shows
 The treasures of this year so near to its close.

First, the knowledge that we are waging a fight
 In which victory conquers by adhering to the right ;
 The thought that whatever of good we may lend
 Will return us the love of a brother and friend.

You ask me to tell you the good that's been done ;
 I will. I could point you to many a one,
 Many, many a home, that has had one less care,
 By one fireside there stands one lone vacant chair

Waiting for the master ; yes, waiting, waiting still—
 Gone to answer the summons of another master's will.
 Mother and baby kneeling close by the little bed,
 You will kiss me mamma, you know papa's dead.

Not much left to live on ; hard work all their life,
A battle 'twixt want and hunger, keen as a sharpened knife ;
Opens the bank in the morning—little left in there ;
Goes to the pantry, looks in—cupboard almost bare.

One morning a brother knocks on the door, quickly she hears the sound,
He hands her a little package—'tis one Bro. Daniels found—
She takes it, opens it carefully, tears running down her cheeks,
Fifteen hundred dollars ! Heart full. She can hardly speak.

Two thousand, what it should have been—Someone waiting to see
If everything will be a success ; without any help from me,
Some will be left standing. Forever have to wait,
When Gabriel's blown the last note and Peter closed the gate.

Nothing to be thankful for ! There should be a little cheer
When the roll call gathers in three thousand in one year ;
In every state, in every clime ; you ask where they are from—
On every highway they are found from Maine to Oregon.

A little pamphlet started and out of the sighs and groans
Of others that came before it, this fills five thousand homes ;
All in one year, remember—by toiling we may thrive,
Say, brothers, what shall the number be for 1885 ?

No Thanksgiving for us, you say ! Why then so many more
Impatient, waiting, asking, yea, standing at the door ;
Surely, there is some mystery ! Our Heavenly Father above
Teaches us the secret—true friendship, brotherly love.

Something to be thankful for ! Away in out of sight
There is always some thanksgiving if the heart is only right ;
And the sunniest way to make it is the easiest, don't you see,
Fill out a blank and start a bank—insure in the O. R. C.

Let us all be thankful that our Order stands to-day
Second to none in its efforts ; pledging the right of way
Wherein we are made better men, respecting everyone
That follows the earnest teaching of good works fitly done.

Wait for no one to lead you, there is plenty of work for all—
True soldiers are always ready when they hear the bugle call ;
Look to the new year's work as the one just passed away,
And ever renew the vow to be true on each Thanksgiving Day.

E. H. B.

FRATERNAL DEPARTMENT.

LA FAYETTE, Ind., October, 1884.

DEAR BROTHER WHEATON—Sunday, September 28, 1884, "Star City" Division, No. 137, of this place, elected and regularly installed the following officers: C. C., R. K. Alexander; A. C. C., J. D. Eldred; S. & T., C. M. Vawter; S. C., D. Robinson; J. C., D. M. Carr; I. S., C. Bloom; O. S., H. M. Edmonds; Delegate, M. B. Waldo; Alternate, J. D. Eldred; Trustees, Geo. V. Keefer, 1 year, B. Dowden 2 years, J. C. Shening 3 years. After which I was appointed correspondent for your very acceptable Monthly.

Permit me to say, with reference to the present selection of officers, that they are regarded as a most promising body of brothers, and evince a deep interest in the future of the division. They are brothers, old in the service, and not a few bear serious evidence of the character of their business, having, in various ways, been crippled in the service. The membership is constantly increasing, and now numbers about eighteen, and but for the usual difficulties most new organizations have to contend with, the number would be materially larger. As yet I have not had an opportunity to secure subscriptions to your Monthly, but mean, at the next meeting which it is possible for me to attend, to secure all who are disposed that way.

Yours, with brotherly regards,

M. B. WALDO.

ERIE, Penn., October, 1884

EDITOR MONTHLY—At a special meeting of Erie Division, No. 68, held September 21, by permission of the G. C. C., the following officers were elected and installed: C. C., John L. Rice; A. C. C., Thomas Fitzmorris; S. & T., S. H. Whipple; S. C., G. D. Gilson; J. C., I. F. Bumpus; I. S., J. F. Titus; O. S., George Hedges; Delegate to Grand Division, Thomas Fitzmorris; Corresponding Secretary, James Donlin. Bro. Rice as A. C. C. during the past year has shown commendable energy and pride in our noble Order, and his promotion is a well deserved one. He is an old resident of the æsthetic city of baked beans, and accompanies Bro. "Fitz" as a "looker on in Vienna." Secretary Whipple gently hinted of a desire to be relieved from the duties of office, but just at that moment a general deafness seemed to strike the crowd, and he was re-elected unanimously. The boys of 64 know how to freeze to a good thing when they once get hold of it. Bro. Titus and his estimable wife have lately been called upon to mourn the loss of their only child—a bright boy of three summers. Bro. Swap has forgot his lameness long enough to blossom out into a full-fledged roller-skater, and now rivals Bro. Hedges in the ease and grace of his movements. More anon.

LYNDON.

MILBANK, Dak., October, 1884.

C. S. WHEATON, G. C. C.—*Dear Sir*: Milbank Division, No. 99, sends greeting to all brothers of our Order.

At a special meeting, called after the regular meeting of September 28, the following officers were elected and installed: C. C., E. Fargo; A. C. C., C. Ryan; S. & T., F. Camp; S. C., F. A. Johnson; J. C., Wm. Jones; I. S., W. S. Keeny; O. S., J. A. Lindall; Correspondent for Monthly, F. A. Johnson; delegate, E. Fargo. Our division is doing quite as well as could be expected taking into consideration the distance most of the members have to travel to attend our meetings. The Order is looked upon most favorably by all, and we think it only a question of a little time when our number will be greatly increased.

The H. & D. division of the C. M. & St. Paul Ry. extends from Minneapolis to Aberdeen, west, taking in a part of the famous James river valley—famous for its No. 1 hard wheat and healthful climate. At Aberdeen this road connects with the James river division, of the same road, which extends from Ellendale 38 miles north of Aberdeen to Mitchell, 126 miles south. There is also 26 miles of track west of Aberdeen to Ipswich, and a branch from Milbank north 33 miles to the Indian Agency, and when we include 53 miles from Cologne to Hastings, we have 583 miles of road in good condition, all of which is well taken care of by W. M. Kellir, superintendent, with headquarters at Minneapolis, and his able assistant, W. E. Beechan, at Aberdeen.

C. S. Baxter is chief dispatcher at Minneapolis, and P. A. Rogers at Aberdeen, making in all a road and management of which all may be proud. Perhaps I am taking too much of your time, so will close.

Yours in P. F.,

"H. & D."

ST. THOMAS, Ont. 1884.

BRO. ARNUM—The members of Union Division, wishing to show their appreciation of your untiring efforts in our behalf, in a more substantial manner than by words alone, would therefore beg your acceptance of this conductor's badge. By your labor we are enabled to meet in a hall, which is a credit not only to Union Division, but to the Order at large. The success of our 3rd annual excursion under great difficulties is largely owing to your able management, and must be a source of pride to yourself and to the entire division. Not only in these instances, but at all times when called upon to act for the good of the Order, you have proved yourself a worthy brother, and a hardworking, conscientious member we therefore beg of you to except this little token of our regard, knowing that you will appreciate it more for the sake of the givers

than for the value of the gift. Hoping that you may long live to wear it, we are, Bro. Arnum in behalf of Union Division No. 13,

Yours in P. F.,

W. H. INGRAM, }
THOS. C. JONES, } Com.
D. A. STINSON, }

MINNEAPOLIS, October, 1884.

EDITOR MONTHLY—Minneapolis Division, 117, was born way long last spring, and in the interest from its birth until the present time there has been no word in our much beloved organ as to how we were prospering. I, therefore, in a way will endeavor to show it up. Our election of officers occurred on the 25th of September, which is as follows: C. C., H. Staples; A. C. C., J. H. Gardner; S. & T., L. S. Hough; S. C., A. F. Marsh; J. C., J. T. Murphy; I. S., W. R. Morton; O. S., W. H. Brown; Correspondent to Monthly, L. H. Pomeroy; Trustee for 3 years, D. G. Thompson; Delegate to Grand Division, J. H. Gardner; alternate M. P. Benson.

Our worthy and efficient train master, W. I. Allen, in honor of whom Div. No. 130 is named, was present and officiated in the installation ceremonies, being ably assisted by Bro. S. Young, of Div. No. 81, as Marshal.

Although in our infancy, we are strong and healthy, and the enthusiasm made manifest the day we organized seems not to be diminished, neither do I think it will. Our division is officered by the most efficient men, zealous workers, who have the welfare of the Order at heart; ever ready with a good word of advice, warm clasp of the hand and kindly eye to assist and encourage any worthy brother who may be weak or faltering, and especially do we find such an one in our beloved chief, Henry Staples. We now number twenty-seven members, several waiting to join, thirteen of whom belong to the insurance. There are many insured in other organizations who will join this at the expiration of the policies they now hold.

Our meetings are held the 2d and 4th Sunday of each month, and right here let me say, any worthy brother is joyfully welcomed to a seat in our division room. We generally have from two to six visiting brothers present each meeting, and it is a source of pleasure to us and pride to our officers to hear them invariably say, "I am surprised to see the advancement you have made in the work of the Order. It is far beyond what I had expected to find in so young a division." We are a great way from being perfect, however, but like our namesake, we are full of push and energy, and with the cry "excelsior" we will advance with the strong determination to surmount all difficulties, and eventually reach the limit of perfection which can only be attained when we

have made our last trip, and are summoned into the presence of the Grand Chief Conductor of the universe. Yours in P. F., L. H. C.

LOGANSPORT, October, 1884.

C. S. WHEATON—*Dear Sir*: This is my first appearance as a correspondent of Logan Division 110. We meet every Sunday afternoon in each month, as trains and crews run some of the brothers never would see each other if we did not, and, I think, we all depart from our division room with a higher opinion of our Order. Our division numbers forty, with more to hear from, as opportunity affords. I might say a few words regarding our officers of this division—they are as trusty a lot of gentlemen as you will find on any road, and willing, at all times, to do their duty. One thing for the Order, we have not made the progress we ought to do in the matter of insurance. Every brother ought to come forward and join at once and not wait. There is not a conductor in our Order, at the present time, who can say that his family will *never* suffer for the comforts for living and a home. How many who leave behind them, by their indifference and carelessness for those whom they are bound to protect and cherish, are compelled to earn their living by hard work. Experience has taught us this, and an order like ours will tend to care for those whom we may leave behind, and become a blessing to them. It is our object to have happy homes, families, friends and children, even when death enters and a few of our members are taken from us, for we know not how soon we may be called, and those who are dependent upon us for support and protection, unless some visible means be left them, will be thrown upon the cold charity of the world to fight their way as best they can.

Bro. Dempsey, passenger conductor from Richmond to Logansport, one of our brothers, died at his home, after a few days' sickness, at Richmond, Ind. He was universally beloved by his associates and highly respected by the officials of the road. Circumstances, over which he had no control, prevented him from taking the second degree. Fifteen brothers went to his home, and with his family, attended the funeral.

Hoping you may find room for this short correspondence.

Fraternally yours,

JEROME DEVERS.

CHICAGO, Oct. 1884.

EDITOR MONTHLY:—At a special meeting of Stanchfield Division, No. 41 held on Sunday Sept. 28, the following officers were elected and regularly installed, C. H. Wilkens, C. C.; Jno. Dunbar, A. C. C.; A. G. McDowell, S. & T.; C. M. Arnold, S. C.; T. E. Bynes, J. C.; Milo Burns, I. S., Jno. Oliver, O.

S.; C. H. Wilkens was chosen delegate to the Grand Convention, with C. M. Arnold alternate; T. E. Bynes correspondent to Monthly.

P. C. C., M. T. McCrabb officiated as installing officer, assisted by Bro. A. F. Fleming of No. 1 as marshal, Bro. Fleming and Bro. Rexinger of No. 1 and Bro. C. E. Emerson of No. 83 were visitors on the occasion.

The attendance was not large owing to the fact that we are running pretty hard on the road, and those absent were on their run that day. Bro. E. J. Dennis who is now running on the R. I. & P. and who does not get a chance to attend our meetings, was with us and expressed himself well pleased with our new hall.

No. 41 will be well represented, at the Hub City, Bros. F. Hopper, M. Shehan and Milo Burns, have signified their intention of going, accompanied by their ladies. Bro. C. H. Wilkens our delegate and present C. C. will have a chance to visit his former home, which is not far from Boston.

There is much speculation here regarding the permanent location of the Grand Convention, and there are a great many who do not believe it will be located permanently at all. But if it is to be, would it not be well to remember that Chicago is the convention city, centrally located and the terminal point of twenty-one railways.

We have at present five petitions for membership before us, which if excepted will swell our membership to fifty two members in good standing, and we can say with pleasure that we are in fair financial standing, notwithstanding the fact that we have just fitted up a new hall, at a cost of about four hundred dollars.

Bro. C. A. Morey our ex secretary and treasurer, some weeks before the expiration of his term of office, was offered and accepted the position of Yard Master at Seneca Ill., thus leaving us without a secretary so long that our minute book resembles the day book of some Chinese laundry. But we look toward Bro McDowell our new secretary and treasurer to straighten everything out all right.

Bro. Arnold is still a hard worker for the cause of insurance, and is meeting with fair success, Bro. Byrne has entered on his duties, as agent for the Monthly and expects a large subscription list beginning January 1st. Bros. Tappan and Robinson are now taking tickets on the varnished cars. Bro. Fenimore has been laying off for a few days, to attend some important business.

The bros. of the division join me in extending our sympathy to Bro. Eicksman who has had the misfortune of losing his only child, and in wishing Mrs Eicksman a speedy recovery. With respect to space, I will close.

Yours in P. F.,

FLAT WHEEL.

CHICAGO, Ills., 1884.

C. S. WHEATON, G. C. C.—*Dear Sir and Bro:* Since my connection with Ohicago Division No. 1, I have often thought our division was a little remiss in the matter of its correspondence with the editor of our Monthly. This fact has induced me to "break the ice" and see if there will not be "more to follow." The success of an enterprise is not less founded on the *support* it gets than on the *patronage* it receives. We may forward our \$1 25 and receive the Conductors' Monthly for one year in return ; that is patronage, but when we send both our money and good will, that is support. A cheerful word now and then is relished by the best of men, and it certainly must be gratifying to our editor to know that the men he represents are satisfied with and appreciate his labor. However successful we may be in our undertakings, we like to hear what others think of us. As President Garfield once said : "Nothing succeeds like success ;" but success does not grow on sage bushes. The Monthly, if I understand its status right, is a periodical, of the conductors, and for the conductors, wherever they may be, and if it *don't* succeed the Monthly is not to blame for it. With the beginning of the new year our Monthly will be enlarged ; then let every brother who really has its success at heart send in his own name and as many more as he can get, and when they have done this, we will have a representative periodical whose cheapness and worth will recommend it to the world at large. Try it brothers ; then, if at the end of another year I will have proved myself a poor prophet, I'll fully forgive you and accept your apology.

I will now give a little division news. No. 1 has been growing steadily for the past year, and now has 58 full members, with nine petitions received. Bro. Card, our late chief conductor, has been promoted to a through run on the C. & I. division of the "Q." with headquarters in Dubuque, consequently we miss his familiar face at our meetings. Bro. Sadd, of "Q" fame, makes the boys laugh every time he shows his face at our division door, and that is nearly every meeting day. Bros. Curran, Rexinger, Fleming, Shultz, Hurd, Stimson and Sullivan are the "Solid South" of our division, and are generally on hand to look after its interests. Bro. Loveland has been changed to a through run on the "main line" of the C. & N. W., with his Sunday "lay over" in Freeport, which prevents him attending our meetings ; but he is with us in heart and hand all the same. Bro. Richardson runs the "gilt edge" between Chicago and Rockford, and Bro. Sandy the "Omaha," between Chicago and Clinton ; Bro. Knight the "Nasby," of the western division, punches tickets between Chicago and Kenosha ; Bro. Scott is on hand again, and is running his

train between Chicago and Clinton. Of this brother I will say, for the benefit of the brothers who saw him so cruelly incarcerated within the walls of the Massachusetts state prison, during a recess of the late Grand Division, he has always borne a good character among his fellow brothers here, and I *don't think* he would have any trouble in getting a certificate for the same. Reference, A. W. Connor and C. F. Rexinger. Bro. Bayless has severed the chord of single-blessedness, and is now too busily engaged with the multiplication table to attend our meetings often. Of the other brothers I will write more anon. Yours in P. F.,

FRUIT.

ST. PAUL, Minn., 1884.

DEAR BROTHER WHEATON, G. C. C. & ED. MONTHLY—A special meeting of Division No. 40, O. R. C. was held to-day for election of officers, delegate and alternate. After the grand ceremony of installation was consummated a pleasant episode was participated upon our C. C., Bro. Geo. E. Pennock, who was re-elected to his third successive term, a high endorsement of his excellent administration and earnest work for the best interests of our noble Order. He was also elected as our delegate to the 17th Grand Division, and as we thought a little "surprise party" might be in order, our S. & T., Bro R. L. Willard, on behalf of the division, in a very neat and appropriate little speech, delivered in his usual pleasant and impressive style, presented him with a beautiful ebony gold mounted cane, elegantly engraved and inscribed, as a small token of remembrance and high regard and esteem we all feel for our genial brother and presiding officer, who had been unfortunately disabled and in painful suffering with an affliction of his foot, for a long time, and this neat and appropriate emblem he incidentally regarded a pleasant significance, as being both ornamental and useful, eliciting a happy response in his acceptance—being unaware of what was on the tapis until the deed was done—referring to which he jovially remarked, that he felt as the boy that tried to climb the mule's tail, who *felt* a good deal, but was unable to *say* much on the subject.

More anon in P. F.,

BRO. OF NO. 40.

BEANDON, October 25, 1884.

At the Seventeenth Annual Convention,
The members who gave their attention
Tried hard with best of intention,

To work for the good of the cause—
The chair was well filled by chief WHEATON,
Who often and sure put his feet on
Some one who contested his seat, on

The ground that he knew of the Laws.
First there was JOHNSON, and MORRIS, and CROSS,
MORRIS who tried over all to be boss,
But HERMAN, the Sp-T, gave him a toss,

And he landed in WILCOX big paws.
Then the roll it was called with less jangling,
Although MILLARD and LAUGHLIN kept on wrangling,

And FITZ and the QUALBROUGH did slang sling,
 Until HOADLEY sat down on them all.
 Their names are all down, I will try and
 Remember FLACK, FORKER, FLAGG, RYAN,
 And GERMAN HORN HALE and BONFY, and
 The HUSSEY whom DUFFY did CHASE
 Over STOCKDELL while COLLINS did COMAN
 Make DEMOREST, HUNT, FORKER, ROMAINE,
 PROUD, PFEFFER, and SAVAGE was SHEEHAN,
 While HOWLAND did KICK for a CASE
 Alphabetical MARCHESSAULT, MILLSAUGH did MUTTER,
 The KEEPERS will KETCHUM in KENT or CARRELL,
 If the GOOD MAN will jump on a CARR, he will utter
 What GAYLORD, the CRANE would SHEW to BUNNELL.
 Then the CAMP BELL will ring out for HANCOCK,
 While BELKNAP and LOUGHRIDGE and BABCOCK,
 While EVANS o LONEGRAN s MATLOCK,
 EWELL, SHUTE, in the PARKS and the WOODS.
 If a STORM should be HARNEST to BAILEY,
 What could SAMPSON or CASS do with BRAZEE ?
 Why ! get SULLIVAN to CARVER so aisy,
 While CAMERON SITTS on the PHIPPS.
 Thus the offering of new resolutions
 Was that day hard of solutions,
 But the best of this great institution
 Was the BUTT of CLENDENINS red tips,
 For HEMPERLY, HARRIS, and MUDGETT with PATERSON,
 Took GRIST to the SHIP MAN y FREEMAN dislike;
 And the ADAMS and BRAMBLE GROVER and RICHARDSON
 Do UNKEFER, MOHLER, PERMAR (those are RIGGS,)

Then the talk was about jurisprudence,
 And Webster (not Daniel) gave the students,
 PERMOCK and DILLON a few points
 Of the law from the REXINGER KING,
 The Magazine brought disquisition,
 And OGILVIE thought imposition
 Of DE FRIES in the new requisition,
 Should FARGO to LACKEY the HALL.
 Then COPELAND sat down upon CRONIN,
 MCCARTHY and MANSFIELD were thrown in,
 To contact with SACKETT and CONLIN,
 And KATWOOD was bounced by RANDALL.
 That was WRIGHT for B ARNUM and SCHINDLER,
 VADNEY and VALENTINE grabbed at the BURR,
 STODDARD was POTTER and I was the swindler,
 For ALLEN or PHIPPS neither HUNN would I stir,
 Then BOWERS and BURGHART and BLAKESLEY
 Called FITZMORRIS, GARDNER and RICE, to see
 How CAVANAGH, RAYLAND, and BYCRAFT, he
 Could HINCKLEY and McELROY slur.

MORAL.

Never POWELL to a PARKER till he WILKINS ring,
 With a RICHMOND in the field it will ROBERTS self of sting,
 When the STEWART SEARS are frozen on the top of any train,
 Get a HINKLEY or a ROGERS and thaw them out agnin,
 And if you WEISZ would be, HAMMOND or HUGHES will tell
 You how to be like HAMILTON and always CUTTER swell;
 CONKLIN or CONNOR, although as CROSS as BLOUNT,
 With INGRAM, JONES, and JOHNSON, will try the throne to mount.
 Of LEWIS and LOVEJOY, LANDON, McCLURE, and MURRAY,
 DOUGLASS and DURBIN, I've not much to say,
 But should either of them cross my way,
 I might HURTY s feelings, so good day.

DEACON.

RESOLUTIONS.

WHEREAS, In view of the royal treat given the members of the 17th annual session of our Grand Division, visiting brothers, their wives and families, of the Order of Railway Conductors, by the management of the Old Colony Railway, in adding to our pleasure and profit, by giving us an excursion to Plymouth, Mass., thus enabling us to visit that city of renown, where the first spark of religious and political liberty was kindled, and to view the many objects of interest made sacred to all by their intimate connection with the history of our country. Be it therefore

Resolved, That while words cannot express our gratitude for this splendid entertainment, we still wish to convey to the Old Colony management our sincere thanks, and we trust that every member of the Order may show by action that this compliment from them is heartily appreciated. And be it further

Resolved, That we extend to conductor C. H. Pickering and assistants, our sincere thanks for the excellent treatment received at their hands, while under their care in going to and returning from Plymouth, and also to all who so heartily interested themselves in our behalf on this pleasant occasion.

Resolved, By this Grand Division of the Order of Railway Conductors, that the action of the Pilgrim Society of Plymouth, Mass., in making this body their special guests on Sunday, October 20th, deserves more than ordinary notice at our hands. And be it further

Resolved, That we return our heartfelt thanks to the Pilgrim Society, and that an engrossed copy of these resolutions be forwarded to the society. And be it further.

Resolved, That, in order to carry out the provisions of this resolution, \$25.00 be drawn from the treasury, and the Grand Secretary and Treasurer be authorized to use the same in having the resolutions engrossed, framed and forwarded to the society.

WHEREAS, The members, visitors and their families of the 17th Annual Session of the Grand Division, have been the recipients of many courtesies and marks of kindness from the several parties herein mentioned. Therefore, be it

Resolved, That the thanks of the Grand Division be and are hereby tendered to the officers and members of Boston Division No. 122 for their many courtesies and warm expressions, and their untiring efforts to make our visit instructive and entertaining, and that the thanks of this Grand Division are hereby tendered to the officers of the various Railway and Steamship companies who have so generously granted the courtesies of free transportation to delegates and their families to and from Boston, and that the thanks of the Grand Division be tendered to the Western Union Telegraph company for granting courtesies, and we especially thank the Pullman Palace Car company, their officers and employes, for the many kind courtesies tendered ourselves and families, in granting free transportation to and from Boston, and to the Mayor of Boston for his kind invitation to this Grand Division, for an excursion around the harbor, and also, to the Boston, Park and Bijou theatres for courtesies extended, also to the conductors of the various roads centering in Boston, for their many kind attentions while in their beautiful city; also to the several hotels for their efforts in our behalf. And be it further

Resolved, That the Grand Secretary be instructed to have two copies engrossed and sent to George M. Pullman, President of Pullman Palace Car company, and one to George F. Brown, Assistant to the President Pullman Palace Car company. And be it further

Resolved, That this Grand Division tender its grateful thanks to Mrs. C. S. Wheaton, for the able manner in which she has conducted the Ladies' Department of our journal ("Monthly,") and that a copy of this our thanks be given her.

R. E. FITZGERALD,	} Com.
J. L. RICHARDSON,	
I. H. KEEPERS,	
ALLEN POTTER,	
THOS. R. SIMPSON,	

MENTIONS.

—Bro. John Balfour will please send his address to Bro. W. H. Ingram, of No. 13.

—Roodhouse Division, No. 97, return their sincere thanks to Mrs. J. L. Bogges, for her kindness in beautifying the flags used in their division room.

—Delta Division, No. 86, are under great obligation, and desire to return thanks to the ladies who so kindly presented them with a beautiful Bible for their altar.

Bro. G. H. Vandercook has had his division card stolen, also several letters of importance to him. If either are presented please return and forward to the Grand Secretary.

—Bro. C. H. Pastor and wife desire to extend thanks to the members of Dauphin Division, for the many courtesies and marks of kindness bestowed upon them during their late trouble.

—New divisions were organized at Alexandria, Va., and Philadelphia, Penn., on Sunday, November 16. We have given charters for divisions at City of Mexico and Glendive, Montana. Other points are ready.

—Mr. John Forsyth and Miss Ella M. Bowman, were married at the residence of the bride, 209 West Chemung Place, Elmira, October 9, 1884. The happy pair left that evening for their future home, at Mexico, Mo., where they now reside. Miss Bowman is a sister of the lady who edits the Ladies' Department of *ye Monthly*.

—We were favored with a card from some unknown party bearing the name of Bro. W. H. Hurless, and stating that Miss Jennie Bennet became Mrs. W. H. Hurless, on Wednesday, October 15, at Marshall, Illinois. We regretted that we were unable to be present. We extend our hearty congratulations.

—We are in receipt of invitations and complimentaries to the annual balls of Division 97, at Roodhouse, Ill., and 47, at Easton, Penn. It will be impossible for us to attend, but the brethren have our thanks for their kind remembrance, and we hope they will both be a grand success, socially and financially.

From the favorable reports we hear on every hand of the benefits derived from wearing the shields, belts, and other implements manufactured by the Magnetic Shield Co., of Chicago, Ills., we feel at liberty to say, although (on general principles) opposed to the Patent Medicines and numerous appliances devised, and in operation for the cure of diseases and alleviation of pain, we can but admit that this is not a humbug but is worthy of being tested by all who are suffering from rheumatism, catarrh and numerous chronic complaints, and we bespeak for Mr. Dargitz, the gentlemanly agent, a world of prosperity in his new departure.

OBITUARY.

With sorrowing hearts the officers and members of this 17th Grand Division of the Order of Railway Conductors are once more called upon to mourn the loss of a dear departed brother. His good works, sweet and almost sacred memory, are all that is left us now, and nothing reminds us so forcibly that a brother is absent, as when looking around we see the vacant chair of our good and loving Past Grand Secretary and Treasurer. A precious brother sadly missed by every member of our Order; his wise and mature age; his kind and gentle manner. Yea! the words of encouragement so often given to the younger brothers, with kindly look to cheer them on in every good work, are but a few of the many attributes which shed a beautiful lustre over the every-day life of our departed but not forgotten friend and brother. Sweeter, perchance, than all this, is the almost sacred memory of one who, when unwise counsel prevailed, turned the angry billows back, not with an iron hand, nor yet with the will of authority, but by pouring the oil of brotherly kindness over the dashing waters, until the storm had all passed away. And finally, while we are not to prejudge the decisions of Him who doeth all

things well, can we wish for anything more beautiful in the unknown future, than that we, one and all, be permitted, as the tide of our lives goes out, to once more join our loving brother in the Grand Division above ? And be it

!! *Resolved*, By this Grand Division, that we tender to the widow and friends of our beloved brother, our heart-felt sympathy, in this, their affliction, and a copy of this preamble and resolution be forwarded to the family. And be it further

Resolved, That in the death of brother C. R. Marsh, the Order of Railway Conductors has sustained a severe loss. Although he was young in membership, compared to our lamented Bro. Long, yet he was none the less efficient and active in the positions he held in the Order and esteemed by his brethren, and his large circle of acquaintances. And be it further

Resolved, That we, from the inmost recesses of our hearts, sympathize with the bereaved widow and relatives in this their great affliction, and hope that they will repose their trust in Him, who is alone able to give strength and comfort to those thus bereaved. And be it further

Resolved, That a copy of these resolutions be furnished the family of our late Bro Marsh.

"I need not be missed if another succeeds me,
To reap down the fields which in spring I have sown ;
He who plowed and who sowed is not missed by the reaper
He is only remembered by what he has done.

Not myself, but the truth that in life I have spoken ;
Not myself, but the seed that in life I have sown,
Shall pass on to ages, all about me, forgotten,
Save the truth I have spoken, the deeds I have done.

And so may my life be, so be my dying—
So let my name be—unblazoned, unknown,
Unpraised and unmissed, I shall yet be remembered,
But only remembered by what I have done."

WM. L. COLLINS, C. F. REXINGER, J. B. COPELAND, BEN ARNUM, W. E. FORKER.	}	Com.
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On October 17, 1884, Florence Peters, infant daughter of Mr. and Mrs. W. H. Peters fell asleep. Bro. Peters and his estimable wife have the sincere sympathy of all in their affliction.

Edwin F. Pastor, son of Bro. C. H. Pastor, of Dauphin Division, No. 143, died suddenly, October 21, 1884.

This lovely bud, so young, so fair, called hence by early doom,
Just came to show how sweet a flower, in Paradise would bloom.

It is with sadness that we notice the loss of our Bro. S. W. Kimball, of Fitchburg, Mass., who was injured at Greenfield, on the 23d ult., at about 2:30 p. m., and died at 6:27 p. m., by falling between the cars, and was drawn about five cars' length.

CIRCULAR NO. 1.

CEDAR RAPIDS, Iowa, Nov. 15, 1884.

BROTHERS : I hope to have the proceedings of the last Grand Division in your hands in about three weeks or less ; one of the most important actions was in relation to Division Cards ; you will receive a circular, by mail, soon in regard to it. It is the order of the Grand Division that you take up and return to me, any card that may in any way be abused by the holder. Do not recognize any card that is not filled out in ink and signed by the holder on the back, and take up any card that may be presented to you or your division, if the holder cannot prove that he is entitled to it.

The following are reported :

Re-instated—By Division No. 1, November 2, A. E. King.

By Division No. 3, George E. Lemon, Jr.

By Division No. 3, September 28, A. S. Alexander.

By Division No. 61, November 2, George McComber.

By Division No. 64, October 19, Michael Kane.

Suspended—By Division No. 4, November 2, J. Bowen.

By Division No. 21, September 28, John Moran, B. E. Dolan.

By Division No. 26, September 21, C. A. Bunnell, O. H. Clark, R. Truax, I. Parker.

By Division No. 27, September 15, James Block.

By Division No. 32, September 18, R. Green, C. H. Henshaw, E. C. Merrill.

By Division No. 44, September 28, J. F. Adams, A. L. Mann, R. K. Pier-son, T. M. Tyree.

By Division No. 61, September 21, L. Butterfield.

By Division No. 71, September 19, Wm. Smith.

Expelled.—By Division No. 59, October 5, W. E. Gaines for drunkenness and embezzlement.

By Division No. 86, August 10, Adolph Houle, for violating obligation.

By Division 110, Nov. 2, J. B. Disher, for engaging in sale of intoxicating liquor.

By Division No. 78, November 9, L. W. Reese, for unbecoming conduct.

The following division cards have been lost ; if presented, take up and return to me: No. 1656, issued June 5, to F. D. Chamberlain, of Division No. 36 ; No. 2429, issued July 25, to M. Kennelly, of Division No. 119 ; No. 2753, issued August 15, to C. M. McAllister, of Division No. 55.

Bro. Kennelly's pocketbook, containing his card an annual pass, issued by the Pennsylvania Co., and other papers was stolen from his pocket.

L. L. L. Reese holds card No. 2600. Take up if presented.

Yours truly in P. F.

WM. P. DANIELS, G. S. & T.

CIRCULAR NO. 3.

TO ALL BROTHERS OF OUR ORDER—We have sent blank subscription lists and circulars to all divisions of the Order, and we ask all to take part in the work of procuring subscriptions, and do so promptly, in order that we need not go to the expense of making a thorough change in our mailing list on January first. We will be glad to forward an additional supply of blanks to any one wishing them. Brothers, you can make the Monthly pay the salaries of your officers if you will. Try it.

Bros. Orange Sackett, of No. 8 and W. E. Forker, of No. 66, are hereby appointed associate editors of the Monthly, and Bros. Sam'l H. Defries, H. S. Chapman and Sam'l A. Herman, advisory members of the staff, which will make the editorial staff for the year stand, C. S. Wheaton, editor ; E. H. Belknap, W. P. Daniels, O. Sackett and W. E. Forker, associates, with Bros. S. H. Defries, H. S. Chapman, and Samuel A. Herman advisory members.

We have not decided as yet where the Monthly will be published. As soon as the contract is awarded we will advise you by circular. All communications, regarding subscriptions, &c., should be sent to Bro. W. P. Daniels, at Cedar Rapids, Iowa. It saves a great amount of trouble in this office, and expense to the Order.

We ask all brothers to take hold with a will, and we will be successful.

Yours truly in P. F.,

C. S. WHEATON, G. C. C.

CIRCULAR NO. 4.

TO ALL BROTHERS—Information has reached me from two sources, that there is a young man travelling around the country, representing himself to be a member of Cleveland Division, No. 14, and a son of our late Bro. J. C. W. Long, and goes by the name of D. L. Long. From the fact that Bro. Long had no son and other circumstances which are known to the brothers of our Order, stamp him as an imposter. He claims to be deaf, and can only speak in a whisper. He is about 6 feet in height, dark complexion. His moustache is colored black ; large number of pimples on his face. He wears a Chinchilla coat and vest, dark pantaloons. He has been in St. Joseph, Mo., and was last seen at Creston, Iowa. He has in his possession a letter from Bro. M. Morris, of Marshall Division, No. 4. All brothers will please be on the look out for him, and any one in possession of any facts will please advise me at once. Should he present himself for admission, to your division rooms, you will refuse it until his case is cleared up.

Yours truly in P. F.,

C. S. WHEATON, G. C. C.

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RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS' 1884.

Grand Chief Conductor.—CALVIN S. WHEATON, 104 Lake St., Elmira, N. Y.
Assistant Grand Chief Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Box 59, Cedar Rapids, Iowa.
Grand Senior Conductor.—W. J. DUBBIN, Milwaukee.
Grand Junior Conductor.—W. W. FLACK, Hannibal, Mo.
Grand Inside Sentinel.—W. O. MOHLER, Portland, Me.
Grand Outside Sentinel.—H. C. CRONIN, Boston, Mass.

EXECUTIVE COMMITTEE.

J. S. RANDOLPH, Chairman, Brockville, Ont.—Term Expires October, 1887.
 J. N. ROBINSON, 401 Eleventh St., Milwaukee, Wis.—Term Expires October, 1887.
 H. HURTY, Elmira, N. Y.—Term Expires, October, 1887.

INSURANCE COMMITTEE.

C. A. MILLARD, 714 College Ave., Elmira, N. Y.—Term Expires October, 1886.
 W. H. INGRAM, St. Thomas, Ont.—Term Expires October 1886.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

- Chicago Div. No. 1, Chicago, Ill.** C. C. C. F. Rexinger, Elkhart, Ind.; Sec. and Treas., J. L. Kellogg, 416 Park Avenue. Meets 1st and 3d Sunday in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., E. J. Richmond, 245 Swan street, Buffalo, N. Y.; Sec. and Treas., W. J. Jackman, Tucker's Hotel, Buffalo, N. Y. Meets 3d and 4th Mondays in each month at 7:30 p. m., in Stendt's Hall, over 198 East 12th street, Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C.: R. E. Fitzgerald, No. 911 Catalpa street, St. Louis, Mo.; Sec. and Treas., M. L. Freeman, 2618 Clark street, St. Louis, Mo. Meets 2d and 4th Sunday in each month at 2 p. m., No. 700 North Fifth-st.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., F. M. Landon, Marshalltown, Ia.; Sec. and Treas., Frank M. Chapman, Box 47, Marshalltown, Ia. Meets first and third Sundays in each month at 2:00 p. m.
- Collins Div. No. 5, Baltimore, Md.** C. C., Wm. M. Bacon, 251 N. Bond-st., Baltimore, Md.; Sec. and Treas., George Dewey, 135 McElderry-st., Baltimore, Md. Meets every Monday at 9:30 a. m., at "Old Town Bank" hall, cor. Gay & Exeter-sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., A. S. Parker, box 1417, Battle Creek, Mich.; Sec., W. J. Robinson, P. O. box 1806, Battle Creek, Mich. Meets 2d and 4th Sunday at 2:00 p. m., in K. of P. room, Castle Hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., H. Pratt Matthews, Houston, Texas; Sec., John S. Paschal, cor. Grey and La.-sts, Houston, Texas. Meets 1st and 3d Sundays in each month at 10 a. m., cor. Congress and Fannin-st.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., E. H. Nash, Rochester, N. Y., care R. & P. Railway; Sec., O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall corner of State and Church streets, Rochester, N. Y.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Millard, 714 College ave., Elmira, N. Y.; Sec. C. A. Ward, 405 Columbia street. Correspondent for Railway Conductors' Monthly, H. Hurty, 104 Lake Street, Elmira, N. Y. Meets 2d and 4th Sunday in each month at 3 p. m. in I. O. O. F. Temple, Water street.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., F. J. Hovey, Waverly, N. Y.; Sec., Burt Hutchins, box 632, Waverly, N. Y. Meets 1st and 3d Sunday in each month at 2:30 p. m. S. E. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., J. C. Weeks, Emporia, Kansas; S. and T. F. L. Strong, box 444, Emporia, Kansas.
- Meets in Masonic Temple 1st and 3d Sunday in each month at 2 p. m., at S. E. corner 5th ave. and Merchants st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., W. S. Dunn, 435 Chenango St., Binghamton, N. Y.; Sec., P. F. Duffey, 1602 Price St., Scranton, Pa., West side. Meets 2nd and 4th Sunday of each month at 2:30 p. m., in Co-operative hall, Main-st, Hyde Park.
- Union Div. No. 13, St. Thomas, Ont.** C. C., Duncan Stuart, St. Thomas, Ont.; Sec., Wm. H. Ingram, box 265, St. Thomas, Ont., Meets every Sunday at 2 p. m., city time, Masonic block, Talbot street, East end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., E. L. Paisley, No 4 Worswick Court Cleveland, Ohio; Sec., F. A. Bunnell, No. 5, Chestnut street, Cleveland, Ohio. Meets 2d and 4th Sunday in each month, at 2 p. m., in Hall, No. 52 Public Square, Cleveland, O.
- Stratford Div. No. 15, Stratford, Ont.** C. C., John D. Hamilton, Stratford, Ont.; Sec., Samuel A. Hunn, Stratford, Ont. Meets every alternate Tuesday at 7:30 p. m. Forester's hall.
- London Div. No. 16, London, Ont.** C. C., John Turnbull, 514, York street, London, Ont.; Sec., Wm. L. Schwab, care G. T. Railway, London, Ont. Meets 2d and 4th Monday of each month at 2:30 p. m., in B. of L. E. Hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., Charles Stuart, 46 Sullivan street, Toronto, Ont.; Sec. W. K. Thompson, 143 Stracham ave., Toronto, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, corner Queen and Bathurst-sts.
- Three States Div. No. 18, Cairo, Ills.** C. C., W. H. Gehman, box 253, Mt. Carmel; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 3 p. m., corner 6th and Commercial-ave.
- Daniels Div. No. 19, Elkhart, Ind.** C. C., A. C. Brown, Elkhart, Ind., box 1088, Elkhart, Ind.; Sec., G. W. Huntly, box 979, Elkhart, Ind. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, corner of Franklin & Main-sts. O. F. Milliken, Cor. Mo'thly
- Garfield Div. No. 20, Collinwood, O.** C. C., R. W. Olmsted, box 220, Collinwood, Ohio; Sec., M. N. Hyde, box 189, Collinwood, Ohio, Meets in B. of L. E. hall, Collamer st., every alternate Tuesday, commencing Dec. 12, 1882. Correspondent Monthly, E. C. Dixon.
- Oreston Div. No. 21, Oreston, Ia.** C. C. Allen Potter, 416 S. 9th street, Burlington, Ia.; Sec., Geo. M. Loughridge, box 200, Oreston, Ia. Meets 1st Sunday at 2 p. m., in each month, in I. O. O. F. hall, Oreston, Iowa.
- Mason City Div. No. 22, Mason City, Iowa.** C. C., W. E. Gorman, Mason City, Ia.,

RAILWAY CONDUCTORS' MONTHLY.

- Sec., C. H. Mathews, Mason City, Ia. Meets 2d and 4th Sunday in each month at 2 p. m., K. of P. hall, cor. Commercial and 5th streets.
- Sylvania Div. No. 23, Catawissa, Pa.** C. C., Joseph H. Martz, Catawissa, Pa.; Sec., Aaron W. Stadler, Catawissa, Pa. Meets 1st and 3d Sunday in each month at 1 p. m., News Item hall, Main street.
- St. Albans Div. No. 24, St. Albans, Vt.** C. C., Frank W. Flint, Weldon House, St. Albans, Vt.; sec., R. H. McKim, box 656, St. Albans, Vt. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main street.
- Maple City Div. No. 25, Watertown, N. Y.** C. C., Geo. W. Howland, Watertown, N. Y.; sec., Frank J. Gordon, Clayton, N. Y. Meets 1st and 4th Sunday in each month.
- Marford Div. No. 26, Toledo, O.** C. C., B. F. Gallatin, 431 Dorr St., Toledo, O.; sec., M. A. Loop, Jonesville, Michigan. Meets 1st Monday in each month at 7:30 p. m., and 3d Sunday at 2:30 p. m., on 3rd floor, over No. 241 St. Clair street.
- Arnun Div. No. 27, Hamilton, Ont.** C. C., R. Darche, 145 Robert St., Hamilton, Ont.; sec., James Ogilvie, 55 Ferguson Avenue, Hamilton, Ont. Meets 1st and 3d Monday in each month at 8:00 p. m.
- Carver Div. No. 28, Atchison, Kas.** C. C., F. B. Gove, Box 622, Atchison Kansas.; sec., L. T. Smith, Atchison, Kansas. Meets every Sunday at 2 p. m., in I. O. O. F. Hall.
- Randolph Div. No. 29, Brockville, Ont.** C. C., James Guthrie, Brockville, Ont.; sec., W. C. Wright, Box 404, Brockville, Ont. Meets 1st and 3d Monday in each month at 7:30 p. m., in Bains Hall, Brockville, Ont.
- Ozark Div. No. 30, Springfield, Mo.** C. C., Benj. Grist, North Springfield, Mo.; sec., J. T. Carr, North Springfield, Mo. Meets 2d and 4th Sunday at 2 p. m., in Masonic Hall, Commercial Street, Springfield, Mo.
- Star Div. No. 31, Burlington, Iowa.** C. C., Wm. C. Cross, box 225, Burlington, Iowa.; sec., H. H. Goodell, 411 South Ninth street, Burlington, Iowa. Meets 1st Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post office building, corner 3d and Washington streets.
- Keystone Div. No. 32, Meadville, Penn.** C. C., Wm. H. Frisby, Meadville, Penn.; sec., E. B. Hunt, box 444, Meadville, Penn. Meets every Thursday at 1 p. m., in K. of P. Hall, Water street.
- Clinton Div. No. 33, Clinton Iowa.** C. C., Henry Case, Clinton, Iowa.; sec., James H. Bailey, Clinton, Iowa. Meets 1st and 3d Sunday in each month at 11 a. m., in B. of L. E. Hall, 4th Street.
- Boone Div. No. 34, Boone, Iowa.** C. C., E. S. McGee, Boone, Iowa.; sec., H. A. P. Cronk, Boone, Iowa. Meets the 2d and 4th Sunday in each month at 11:00 a. m., Story street between 7th and Eighth streets.
- R. Law Division No. 35, North Platte, Neb.** C. C., A. B. Wyman, North Platte, Neb. sec., Wm. L. Park, North Platte, Neb. Meets 1st and 2nd Tuesday in each month at 2 p. m., I. O. O. F. Hall, Spruce street.
- Arkansas Valley Div. No. 36, South Pueblo, Col.** C. C., D. C. Gile, Denver, Col.; sec., L. German, La Veta, Col. Meets 2d and 4th Sunday in each month at 7 p. m., I. O. O. F. Hall, Union Ave.
- Delaware Div. No. 37, Phillipsburgh, N. J.** C. C., W. C. Hulsizer, Phillipsburgh, N. J.; sec., Sam Phipps, box 519, Phillipsburgh, N. J. Meets 1st and 3d Sunday in each month, L. & D. Depot building.
- Des Moines Div. No. 38, Des Moines, Iowa.** C. C., Wm. H. Given, Des Moines, Iowa.; sec., L. R. Carver, 916 Bank street, Keokuk, Iowa. Meets every 3d Sunday at 10 a. m.
- Hannibal Div. No. 39, Hannibal, Mo.** C. C., W. W. Flack, Park Hotel, Hannibal, Mo.; sec., Geo. W. Henwood, 212 North Seventh St., Hannibal, Mo. Meets 1st and 3d Sunday in each month, hall on Broadway.
- St. Paul Div. No. 40, St. Paul, Minn.** C. C., Geo. E. Pennock, 747 Burr street, St. Paul, Minn.; sec., R. L. Willard, Box 2465, residence 194 University ave., St. Paul, Minnesota. Meets 1st and 3d Sunday in each month at 371 Jackson street. Cor. Monthly, G. E. Pennock.
- Stanchfield Div. No. 41, Chicago Ill.** C. C., C. Carnahan, 443 51st St., Chicago, Ills.; sec., C. A. Morey, 4940 State St. Chicago Ill. Meets 1st and 3d Monday at 2 p. m., and 2d and 4th Sunday at 10 a. m., in Buchman's Hall, 4847 State-st., cor. 49th-st., Chicago, Ill.
- Trenton Div. No. 42, Trenton, Mo.** C. C., E. A. Stone, box 174, Trenton, Mo.; sec., Trenton, Mo. Meets 2d and 4th Sunday in each month at 4:30 p. m., corner Water and Elm streets.
- Central Div. No. 43, East Syracuse, C.** C., Thomas Murphy, East Syracuse, N. Y.; sec., Wm. M. Morris, East Syracuse, N. Y. Meets every Sunday at 8:00 p. m., in A. O. U. W. Hall, Manlius street, East Syracuse, N. Y.
- Denver Div. No. 44, Denver Col.** C. C., G. W. Dwinelle, 622 Lawrence st., Denver, Colo.; sec., A. Wilder, Room C, Union Depot, Denver, Colo. Meets 2d and 4th Sunday in each month at 511 1/2 Larimer street.
- Chapman Div. No. 45, Oneonta, N. Y.** C. C., R. A. Meade, Oneonta, N. Y.; sec., Wm. Webster, Oneonta, N. Y. Meets 1st Sunday of each month at 8:00 p. m., in Royal Arcanum hall, Opera House Block, Oneonta, N. Y.
- Milwaukee Div. No. 46, Milwaukee, Wis.** C. C., Wm. J. Durbin, 726 Clybourn St., Milwaukee, Wis.; sec., J. N. Robinson, 401 11th street, Box 856, Milwaukee, Wis. Meets 1st and 3d Sunday in each month at 2 o'clock p. m. in K. of H. Hall, No. 1 Grand ave.
- North Star Div. No. 47, Winnipeg, Man.** C. C., Thos. R. Simpson, care C. P. R'y., Winnipeg, Man.; sec., F. J. Dorsey, 193 Ross street, Winnipeg, Man. Meets 2d Tuesday and 4th Friday in each month at 7:30 p. m., hall on corner Main and Common sts.
- International Div. No. 48, Detroit, Mich.** C. C., John F. Ryan, D. G. H. & M. R'y., Detroit, Mich.; sec., James Anderson, box 587, Windsor, Ont. Meets every Friday at 7:00 p. m.
- Moberly Div. No. 49, Moberly, Mo.** C. C., J. J. Lonergan, Moberly, Mo.; sec., Seth Palmer, box 1839, Moberly, Mo. Meets 1st and 3d Sunday and 2d and 4th Wednesday in each month, Hannah's Hall, Cor. Reed and William streets, Moberly, Mo.
- Hartford Div. No. 50, Hartford, Conn.** C. C., Daniel J. Ewell, 40 Williams street, Hartford, Conn.; sec., C. S. Brigham, 119 Ann st., street, Hartford, Conn. Meets 2d and 4th Sunday in each month, at Temple of Honor Hall, 97 Asylum st., Hartford, Conn.
- Royal Div. No. 51, Longview, Texas.** C. C., Leroy Trice, Longview, Texas; sec., Sam' Proud, Longview, Texas. Meets every Wednesday at 1:30 p. m., Lodge Building, Longview, Tex.
- Neversink Div. No. 52, Port Jervis, N. Y.** C. C., T. Romaine, Port Jervis, N. Y.; sec., F. Rosecrans, Box 632, Port Jervis, N. Y. Meets 2d and 4th Sunday in each month at 2 p. m., in Farnum Hall, Pike-st.
- Long Star Div. No. 53, Denison City, Texas.** C. C., Wm. Moon, Denison, Texas.; sec., Wm. M. Boggs, Denison, Texas, box 348. Meets 1st and 3d Sunday in each month, I. O. O. F. Hall, Main street.
- New York City Div. No. 54, New York City, N. Y.** C. C., M. R. Mulford, No. 119 Liberty street, N. Y. City.; sec., A. Holdridge, box 74, Long Island City, N. Y. Meets 2d

RAILWAY CONDUCTORS' MONTHLY.

- and 4th Monday in each month at 12:30 p. m., 800 Eighth avenue.
- Kaw Valley Div. No. 55, Kansas City, Mo.** C. C., Ed. Coman, 908 West 13th street, Kansas City, Mo.; sec., A. T. Sholes, box 74, Wyandotte, Kansas. Meets 2d and 4th Sunday in each month at 2:00 p. m., 1215 West 9th street.
- Priest Div. No. 56, Albany, N. Y.** C. C., Samuel Kemp, 537 Central avenue, Albany, N. Y.; sec., Herman Fonda, West Albany, N. Y. Meet 1st and 3d Monday at 7:30 p. m., Millers Hall Nos. 18 and 20 South Pearl Street.
- Evergreen Div. No. 57, Fort Worth, Texas.** C. C., Alf. Bailey, Fort Worth, Texas; sec., Ed. A. Wood, Lock Box 8, Fort Worth, Tex. Meets 1st and 3d Sunday in each month in K. P. hall, Main street, between 2d and 3d.
- Valley City Div. No. 58, Cedar Rapids, Iowa.** C. C., F. A. McConley, box 551, Cedar Rapids, Iowa; sec., A. E. Gaylord, No. 20 South Ninth street, Cedar Rapids, Iowa. Meets 1st and 3d Sunday in each month, 10:00 a. m., room 18, Post Office block.
- Alamo Div. No. 59, Texarkana, Ark.** C. C., J. C. Hale, 1,914 Louisiana street, Little Rock, Ark.; sec., J. C. Weed, Texarkana, Ark. Meets 1st and last Sunday in each month in our own hall.
- Queen City Div. No. 60, Sedalia, Mo.** C. C., J. P. Herrington, Sedalia, Mo.; sec., F. L. Mead, Sedalia, Mo. Meet 1st and 3d Sunday in each month, at 2 p. m.
- La Crosse Div. No. 61, La Crosse, Wis.** C. C., W. D. Jones, La Crosse, Wis.; sec., Willis Wade, La Crosse, Wis., Lock Box 311. Meets 1st and 3d Sunday in each month, Hammond building, op. C. M. & S. P. R'y Depot.
- Leffett Div. No. 62, Bucyrus, Ohio.** C. C., W. D. Burr, Bucyrus, Ohio; sec., B. F. Osborn, Bucyrus, Ohio. Meets 1st and 3d Sunday in each month, at 10 a. m., in National Hall, cor. Sandusky ave. and Rensselaer st., Bucyrus, Ohio.
- Thurbar Div. No. 63, North McGregor, Iowa.** C. C., Wm. P. Hancock, North McGregor, Iowa; sec., J. J. Eagan, North McGregor, Iowa. Meets 1st and 3d Sunday in each month, at 10:00 a. m., C. M. & St. P. R'y building.
- Erie Div. No. 64, Erie, Penn.** C. C., James Donlin, 71 West 13th street, Erie, Penn.; sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meets 1st and 3d Sunday in each month, at 1:30 p. m., 7th street, between State and French.
- Banana Div. No. 65, Nickerson, Kan.** C. C., John W. Malloy, Nickerson, Kansas; sec., Nickerson, Kansas. Meet 1st and 3d Sundays in each month, 2:30 p. m., Main street, McCormick's block.
- Griffin Div. No. 66, Keokuk, Iowa.** C. C., George W. Rickabaugh, Keokuk, Iowa; sec., W. S. Graham, Keokuk, Iowa. Meets 1st and 3d Sunday in each month at 2 p. m.
- Johnson Div. No. 67, Dubuque, Iowa.** C. C., Melvin A. Wolcott, Sabula, Iowa; sec., Frank Sheridan, 114 Seventh street, Dubuque, Iowa.
- Baraboo Div. No. 68, Baraboo, Wis.** C. C., W. Simons, Baraboo, Wis.; sec., Charles A. Ballard, Baraboo, Wis. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d street, third door west of post-office.
- El Paso Div. No. 69, El Paso, Texas.** C. C., George B. Bateman, El Paso, Tex.; sec., A. Leversedge, El Paso, Tex. Meets every Saturday evening in I. O. O. F. Hall.
- Montezuma Div. No. 70, Las Vegas, N. M.** C. C., J. A. Wisner, Las Vegas, New Mexico; sec., A. P. Gatchell, 116 Grand ave., Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m. in K. of P. Hall, 312½ R. E. ave.
- Heaton Div. No. 71, Little Falls, New York.** C. C., F. Sitts, Little Falls, New York; sec., W. S. Michell, Little Falls, New York. Meets 1st and 3d Friday in each month at 7:30 p. m.
- Greer Div. No. 72, Fargo, Dakota.** C. C., J. H. Pillion, Fargo, Dakota; sec., Curtis H. Baker, box 734, Fargo, Dakota. Meets 2d and 4th Saturday of each month at 8:00 p. m., in Masonic Hall, Fargo, D. T.
- Asthabula Div. No. 73, Asthabula, Ohio.** C. C., Robert Bycraft, Box 531 Asthabula, Ohio; sec., J. W. VanEpps, Asthabula, Ohio. Meets 2d and 4th Sundays in each month at 9:30 a. m., in G. A. R. hall, Main street, Asthabula, O.
- Henwood Div. No. 74, Decatur, Ill.** C. C., Geo. W. Webb, Decatur, Ill.; sec., Fred E. C. Hartman, Decatur, Ill. Meets 1st and 3d Sundays in each month, at 2:00 p. m., in K. P. hall, Decatur, Ill.
- Maxwell Div. No. 75, Crookston, Minn.** C. C., J. S. Maxwell, Crookston, Minn.; sec., D. L. Williams, Crookston, Minn.
- San Antonio Div. No. 76, San Antonio, Texas.** C. C., J. H. White, 704 Austin ave. A. C. C., C. Spangler, San Antonio, Texas; sec., B. Sinclair, 965 Ave. D, San Antonio, Texas. Meets 1st and 3d Sunday of each month, 10 a. m. in Odd Fellow's hall, San Antonio, Texas.
- Palestine Div. No. 77, Palestine, Texas.** C. C., J. D. Smullen, box 65, Palestine, Texas; S. & T., W. J. Neville, Palestine, Texas. Send all communications to Bro. Smullen until further notice. Meets every Thursday at 8:30 p. m., in B. L. E. hall.
- Robinson Div. No. 78, Savanna, Ill.** C. C., E. B. Carr, Freeport, Ill.; sec., C. Westcott, box 317, Savanna, Ill. Meets 2d & 4th Sunday in each month, at 1:30 p. m. in B. of L. hall, Savanna, Ill.
- Peoria Div. No. 79, Peoria, Ill.** C. C., Frederick Gillett, Peoria, Ill., care Wabash Railway; sec., G. W. Scott, 117 First Street, Peoria, Ill. Meets 2d and 4th Sunday in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton streets.
- Harrisburg Div. No. 80, Harrisburg, Penn.** C. C., Samuel F. Keller, Harrisburg, Penn.; sec., W. S. Hemperley, P. R. R. Ticket Receiver's office, Harrisburg, Penn.
- Friendship Div. No. 81, Beardstown, Ill.** C. C., L. J. Golden, Beardstown, Ill.; sec., H. G. Post, Beardstown, Ill.
- Durbin Div. No. 82, Madison, Wis.** C. C., C. H. Fitzgerald, Madison, Wis.; sec., C. H. Kinzie, Prairie Du Chien, Wis. Box 254. Meets 2d and 4th Sunday in each month.
- Galesburg Div. No. 83, Galesburg, Ill.** C. C., Wm. O. Salisbury, Galesburg, Ill. sec.; Maurice Flinn, 22 W. Knox Street, Galesburg, Ill. Meets 1st, 3d and 5th Wednesday in each month at 7:30 p. m., College city hall.
- Perry Div. No. 84, Perry, Iowa.** C. C., Robert Templeton, Perry, Iowa; sec., Chas. W. Lackey, p. o. box 330, Perry, Iowa. Meets 2d and 4th Sunday of each month at 2 p. m.
- Aztec Div. No. 85, Peach Springs, Arizona Territory.** C. C., J. F. Wood, Peach Springs, Arizona Territory; sec. and correspondent Monthly, L. W. Roberts, Peach Springs, Arizona Territory. Meets first and third Sunday in each month, at 9 o'clock, a. m.
- Delta Div. No. 86, Escanaba, Mich.** C. C., E. Valentine, Jr., Escanaba, Mich.; sec., O. E. Mason, Escanaba, Mich. Meets 2d and 4th Sunday of each month in Odd Fellows' hall. Wm. Gibson agent for "Monthly."
- Bloomington, Div. No. 87, Bloomington, Ill.** C. C., George H. Thomas, Bloomington, Ill.; sec. and treas., I. C. Rees, 908 West Washington street, Bloomington, Ill. Meets 2d and last Sunday of each month, 2:30 p. m., in Odd Fellows Hall.

RAILWAY CONDUCTORS' MONTHLY.

Defries Div. No. 88, River DuLoup, P. Q. C. C., John Barry, Box 26, South Quebec, P. Q.; Sec. A. Moreau, Box 26, South Quebec, P. Q.

Monon Div. No. 89, Louisville, Ky. C. C., George Guess, New Albany, Ind.; sec. S. F. Randall, 14th and Main streets. Meets at 9:30 a. m., every Sunday, in Falls City Hall, market st., between 11th and 12th sts., Louisville, Ky.

Waseca Div. No. 90, Waseca, Minn. C. C., W. H. Cooley, Waseca, Minn.; sec., J. Mahoney, Waseca, Minn.

Mount Hood Div. No. 91, The Dalles, Oregon. C. C., C. T. Moore, The Dalles, Oregon; sec., W. O. Mohler, The Dalles, Oregon.

Terre Haute Div. No. 92, Terre Haute, Ind. C. C., Geo. Likert, 429 North Ninth St., Terre Haute, Ind.; sec., H. W. Orrill, 502 North Ninth St., Terre Haute, Ind. Meets 1st Monday and 3d Sunday of each month, at 1:30 p. m., cor. Seventh and Main streets, Terre Haute, Ind.

Fort Dodge Div. No. 93, Fort Dodge, Iowa. C. C., J. L. Ellis, lock box 37, Fort Dodge, Iowa; S. & T., H. C. Mullin, lock box 67, Fort Dodge, Iowa; Jno. A. Shipman, correspondent Monthly.

Altoona Div. No. 94, Altoona, Wis. C. C., Frank Briggs, Altoona, Wis.; Sec. and Treas., C. B. Gilbert, No. 1215 6th st., South Minneapolis, Minn. Meets 1st and 3d Sunday in each month.

Harvey Div. No. 95, Hastings, Neb. C. C., J. M. Barron; sec. and treas., D. H. Oshea, 1020 M Street, Lincoln, Neb. Meetings, 2d and 4th Sundays at 1:00 p. m., in Masonic Hall, Hastings, Neb.

Belknap Div. No. 96, Aurora, Ill. C. C., M. T. Hinkley, Box 1431 Aurora, Ill.; sec., C. D. Rosseter, Box 787 Aurora, Ill. Meets at 3 p. m. 1st and 3d Sunday in each month, at No. 18 S. Broadway.

Roodhouse Div. 97, Roodhouse, Ill. C. C., Antony Johnson, Box 357, Roodhouse, Ill.; sec., Chas. L. Wimsatt, Box 104, Roodhouse, Ill. Correspondent Railway Conductors' Monthly, J. M. Boyden. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall.

Montgomery Div. No. 98, Montgomery, Ala. C. C., A. C. Jones, care of Western Ry., Montgomery, Ala.; S. & T., L. W. McCants, No. 132 North Jackson st., Montgomery, Ala. Meet 1st and 3d Sundays in each month, at 2 p. m.

Milbank Div. No. 99, Milbank, Dakota. C. C., E. H. Fargo, Milbank, Dakota, sec. Fred Camp, Box 219, Milbank, Dakota, Correspondent Railway Conductors' Monthly. Meets 2nd and 4th Sunday in each month.

Mollingsworth Div. No. 100, Columbus, Ohio. C. C., A. Bulman, Exchange Hotel, Columbus, Ohio; sec., H. P. Feltrow, Exchange Hotel, Columbus, Ohio.

Mattoon Div. No. 101, Mattoon, Ill. C. C., M. R. Mansfield, Mattoon, Ill.; sec., W. W. Simpson, Mattoon, Ill. Meets 1st Tuesday 7:30 p. m. and 3d Sunday at 1:30 p. m. (of each month), in K. P. hall, Mattoon, Ill.

Oatley Div. No. 102, Grand Rapids, Mich. C. C., Geo. Higgins; S. & T., C. M. Letts. Meets 1st & 3d Tuesday in each month, at 7:30 p. m., at No. 30 Canal-st., Grand Rapids, Mich.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C., William Leder, Bates House, Indianapolis, Ind.; sec., B. F. Schindler, C. H. & D. Ticket Office. Meets 1st Wednesday and 3d Thursday at 1 p. m., in Red Men's hall, Griffiths block, Indianapolis, Ind.

Millard Div. No. 104, Middletown, Orange Co., N. Y. C. C., J. E. Brazee, box 269 Middletown, Orange Co., N. Y.; S. & T., D. D. Brink,

Pine Bush, Orange Co., N. Y. Meets every 1st and 3d Sunday in each month at 2 p. m., in K. of H. hall, Armstrong & Lyons's block, Middletown, N. Y.

Ogilvie Div. No. 105, Meridian, Miss. C. C., Mack Lawrence, Meridian, Miss.; S. & T., R. E. Harris, Meridian, Miss.

Rock Island Div. No. 106, Rock Island, Ill. C. C., Ira Yantis, R. R. box, Davenport, Iowa; S. & T., D. C. Seaver, lock box 434, Rock Island, Ill. Meet in Engineer's hall, 1st Monday at 7:30 p. m., 3d Sunday at 2 p. m. (of each month).

Cincinnati Div. No. 107, Cincinnati, O. C. C., Frank E. Matlack, Ludlow, Ky.; S. & T., J. H. Rumbaugh, 33 Jackson st., Cincinnati, O. Meets in Queen City Hall, Cor. Freeman and Eighth streets, Cincinnati, O., every 2d and 4th Sunday of each month at 1:30 p. m.

Crescent City Div. No. 108, New Orleans, La. C. C., L. Humphrey, care of L. & N. Ry., New Orleans, La.; S. & T., J. E. Holden, 721 Crab street, New Orleans, La. Meet 1st and 3d Sundays in each month.

Crawford Div. No. 109, Gallon, O. C. C., L. McBain, S. & T., C. Pfeffer, lock box 80 Gallon, Ohio.

Logan Div. No. 110, Logansport, Ind. C. C., E. W. Alexander, box 576 Logansport, Ind. S. & T., Geo. Early, box 1080, Logansport, Ind. Meets every Sunday at 2 p. m.

Los Angeles Div. No. 111 Los Angeles, Cal. C. C., O. S. Putnam; S. & T., Lansing B. Nolton, Los Angeles, Cal.

Centralia Div. No. 112, Centralia, Ill. C. C., T. J. Wright, box 419; S. & T., J. L. Davis, box 297, Centralia, Ill.

Bower City Div. No. 113 Janesville, Wis. C. C., L. F. Horn, Janesville, Wis., S. & T. and Cor. Sec'y T. J. Crowley, Janesville, Wis., Meets at 3 p. m. on 2d and 4th Sunday in each month in Hall over 20 W. Milwaukee st.

R. B. Hawkins Div. No. 114, Pittsburgh, Pa. C. C., A. A. Connor, Union Depot, residence, Spring and Farely sts., Pittsburgh, Pa.; S. & T., G. E. Vance, 1100 13th avenue, Altoona, Pa.

El Capitan Div. No. 115, San Francisco, Cal. C. C., A. Tyler, 710 Folsom st.; sec., J. E. McCarthy, 55 Silver st., San Francisco, Cal. Meets every 2d & 4th Wednesday at 11:30 a. m. in Washington Hall, No. 35 Eddy st., San Francisco, Cal.

Yosemite Div. No. 116, Tulare, Cal. C. C., E. C. Shaver, Tulare, Cal.; sec., A. T. Curtice, Lathrop, Cal.

Minneapolis Div. No. 117, Minneapolis, Minn. C. C., H. Staples, 27 Washington ave., South; S. & T., L. S. Hough, 528 Hennepin ave., Minneapolis, Minn. Correspondent, C. S. Pixley. Meets 2d & 4th Sunday in each month in Good Templar's hall, 125 Nicollet ave.

Danville Div. No. 118, Danville, Ill. C. C., Merritt Kent, box 115, Danville, Ill.; S. & T., A. J. Hume, box 115, Danville, Ill. Cor. Sec'y, C. S. Knox, box 115. Meets at 2 p. m., on 2d and 4th Sunday of each month.

Wayne Div. No. 119, Ft. Wayne, Ind. C. C., W. Anderson, Fort Wayne, Ind.; S. & T., Ed. Erickson, 68 Charles street, Ft. Wayne, Ind.

Atlantic Div. No. 120, Huntington, Ind. C. C., E. J. Little, Marion, O.; S. & T., H. W. Kerr, Box 467, Huntington, Ind. Meet 1st & 3d Wednesday and 2d & 4th Friday in each month at Engineer's hall.

Huron Div. No. 121, Huron, Dakota. C. C., Randolph Addington, Huron, Dakota; S. & T., W. N. Cooley, Box 234, Huron, Dakota. Meets 1st & 3d Sundays of each month at 12 m., in G. A. R. hall, 208 Dakota ave., Huron, D. Ter.

RAILWAY CONDUCTORS' MONTHLY.

Boston Div., No. 122, Boston, Mass.
C. C., H. E. Cronin, 131 Broadway, South Boston, Mass.; S. & T., T. S. Richardson, 224 Federal st., Boston, Mass.

Philadelphia Div. No. 123, Philadelphia, Pa. C. C., John B. Morton, 2040 Warnock street., S. & T., E. C. Evans, cor. Ninth & Green streets. Meets every Sunday and the 1st Monday night in each month in Red Men's hall, 928 Race street, Philadelphia.

Wahsach Div. No. 124, Ogden, Utah. C. C., S. D. Decker, Box 311, Salt Lake City, Utah; S. & T., W. J. Wood, Ogden, Utah. Meeting days 1st and 3d Saturday of each month.

Friendly Hand Div. No. 125, Andrews, Ind. C. C., G. A. Martin, Andrews, Ind.; S. & T., A. H. Cutter, Box 144, Andrews, Ind. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.

Harry Gilmore Div. No. 126, Omaha, Neb. C. C., F. J. Fairbrass, Omaha, Neb.; S. & T., R. J. Mantz, Omaha, Neb.

Wylie Div. No. 127, Amboy, Ill. C. C., F. W. Wylie, Box 228, Amboy, Ill.; S. & T., C. D. Knowles, Box 843, Amboy, Ill.

Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C., L. W. Waterbury, Box 367, Cheyenne, Wyoming; S. & T., Frank E. Stephens, Cheyenne, Wyoming. Meets every Tuesday at 2 p. m., in B. L. E. hall.

Mt. Helena Div. No. 129, Helena, Montana Ter. C. C., C. E. Elliott; S. & T., C. M. Blair.

W. I. Allen Div. No. 130, St. James, Minn. C. C., D. E. Hasey; S. & T., J. L. Jones. Meets 1st and 3d Sunday of each month, at 2 p. m., in Masonic Hall, St. James, Minn.

Little Rock Div. No. 131, Little Rock, Ark. C. C., F. Hequeubourg; S. & T., Jabez Kitto, Little Rock, Ark. Meets 2d and 4th Sundays of each month, 9:30 p. m., in Engineer's hall.

Salida Div. No. 132, Salida, Colo. C. C., Harry Hart; S. & T., J. W. Burke, Salida, Colo. Meets 2d and 4th Sunday of each month at 2 p. m., in Masonic Hall.

Bowling Green Div. No. 133, Bowling Green, Ky. C. C., J. H. Thompson, care of L. & N. Ry.; S. & T., J. L. Ives, care of L. & N. Ry., Bowling Green, Ky. Meeting days 1st & 3d Sunday in each month at 9:30 p. m.

Bellevue Div. No. 134, Bellevue, O. C. C., E. L. Crawford; S. & T., Lewis S. Nye, Box 84, Bellevue, O.

Rock City Div. No. 135, Nashville, Tenn. C. C., C. L. Wood, 182 Woodlawn st.; S. & T., J. H. Lattimer, 614 Demonbreun street. Meet 2d & 4th Saturday in each month at 9 a. m. No. 183 Union street, Nashville, Tenn.

Ashton Div. No. 136, Huntington, W. Va. C. C., H. Ragland, P. O. box 105 Huntington, W. Va.; S. & T., J. T. Lynch, P. O. box 663, Huntington, W. Va. Meets in Odd Fellows Hall, Huntington, W. Va., 2d and 4th Monday of each month at 8 o'clock, p. m.

Star City Div., No. 137, Lafayette, Ind. C. C., John C. Shueley; S. & T., C. M. Vanter; Cor. O. R. C., Ins. M. B. Waldo; Rep. C. M. Vanter. Meeting days

Britton Div. No. 138, Garrett, Ind'a. C. C., J. H. Riley; S. & T., N. W. Blackburn; Insurance Agent, F. H. Duble. Correspondent to "Monthly," N. W. Blackburn. Meets 2d and 4th Sunday in each month in B. L. E. Hall, Garrett, Indiana.

Stanton Div. No. 139, Cleveland, Tenn. C. C., W. E. Russell; S. & T., C. L. Stevenson, box 218, Cleveland, Tenn.

New River Div. No. 140, Hinton, W. Va. C. C., J. H. Shutt, box 196; S. & T., J. F. Drish, Hinton, W. Va. Meets 2d Sunday of each month at 2 p. m., and 4th Monday at 7:30 p. m.

St. Joseph Div. No. 141, St. Joseph, Mo. C. C., T. J. McDonald, 1021 South 15th-st.; S. & T., E. E. Tyler, 1009 South 11th street, St. Joseph, Mo. Meets 1st and 3rd Sunday in each month, at 2 p. m.

Laramie Div. No. 142, Laramie City, Wyoming Ter. C. C., W. A. Jameson; S. & T., D. Nottage. Meets 1st and 3d Sunday of each month at 2 p. m.

Dauphin Div. No. 143, Harrisburg, Pa. C. C., John Shultz, 652 Cumberland-st.; S. & T., Charles C. Weaver, 639 Boas-st., Harrisburg, Pa. Meets 1st & 3d Sunday of each month at 1 p. m., and 2d & 4th Monday at 7:30 p. m., in Good Templar's hall, cor. 2d & State-sts. Cor. Sec'y, James M. Sterling.

Derry Div. No. 144, Derry Station, Pa. C. C., J. C. Campbell; S. & T., W. H. Smith, Jr.

Nickle Plate Div. No. 145, Conneaut, Ohio. C. C., W. H. Ball; S. & T., E. Phillips. Meet 1st & 3d Saturday of each month at 7:30 p. m., in G. A. R. Hall, Main-st., Conneaut, Ohio.

E. A. Smith Div. No. 146, Fitchburg, Mass. C. C., A. W. Kannon; S. & T., L. P. Allen.

Ira C. Sherry Div. No. 147, Easton, Pa. C. C., Genthier Parks, 31 N Front-st.; S. & T., J. D. Johnson, 59 Sitgreaves-st., Easton, Pa.

"Lookout Div." No. 148, Chattanooga, Tenn. C. C., J. H. Peebles, care Union Depot, Chattanooga, Tenn.; S. & T., Robt. B. Stegall, 417 Gillespie street, Chattanooga, Tenn. Meets 1st & 3d Sunday afternoon.

Jackson Div. No. 149, Jackson, Tenn. C. C., G. B. Harris, box 256; S. & T., J. D. Morgan, box 73, Jackson Tenn.

Kineald Div. No. 150, Utica, N. Y. C. C., John Excell, 41 Scott-st., Utica, N. Y.; S. & T., T. H. Parker, 14 Munsell-st., Binghamton, N. Y. Meets

Providence Div. No. 151, Providence, R. I. C. C., Orsin W. Kelley, 20 Church-st.; S. & T., Thomas Peckham, No. 7, Pettis street, Providence, R. I.

Richmond Div. No. 152, Richmond, Va. C. C., J. W. Hancock; S. & T., J. T. Johnson, 1718 Washington street, Richmond, Va. Meets 1st and 3rd Sundays of each month, at 3 p. m., I. O. O. F. Hall, cor. Mayo and Franklin streets.

E. D. Horn Div. No. 153, Mauch Chunk, Pa. C. C., Jacob Remmel; S. & T., Michael Gillespie, Cor. Monthly, Jacob Remmel. Meets 1st and 3rd Sunday at 2 p. m., in Odd Fellows Temple, Mauch Chunk, Pa.

Binghamton Div. No. 154, Binghamton, N. Y. C. C., M. Collins; S. & T.,

Syracuse Div. No. 155, Syracuse, N. Y. C. C., Isaac T. Holmes; S. & T., L. H. Grover, No. 1 Niagara street, Syracuse, N. Y.

New England Div. No. 157, Boston, Mass. C. C., John Moriarty; S. & T., C. F. Hammond, "Old Colony Ry." Meet in Alpha hall, 18 Essex st., on the 1st Tuesday of each month, at 10 a. m.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, we desire to have it correct. Those who have not please send us time place and hour of meeting.

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Indianapolis Div. No. 1, Indianapolis, Ind. E. A. Cooper, Pres.; Geo. F. David, Sec. Meets 1st Saturday night in the month.

Buffalo Div. No. 2, Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. Chas. J. Wendling, Pres.; Wm. B. Carnan, Sec.

Cleveland Div. No. 4, Cleveland, O. Alex Bruce, Pres.; D. M. Alvord, Sec. Meets 1st Wednesday night in the month.

Cincinnati Div. No. 5, Cincinnati, O. Robert F. Marshall, Pres.; Albert Snell, Sec.

Leavenworth Div. No. 6, Leavenworth, Kan. James Howard, Pres.; Henry Parsons, Sec.

Louisville Div. No. 7, Louisville, Ky. S. F. Randall, Pres.; John B. Murphy, Sec. Meets last Sunday in the month.

Denver Div. No. 8, Denver, Col. James M. Reynolds, Pres.; J. J. Bresnahan, Sec.

Rome Div. No. 9, Rome, N. Y. William Cooper, Pres.; H. S. Graves, Sec.

Terre Haute Div. No. 10, Terre Haute, Ind. Henry F. Niemeyer, Pres.; Chas. R. McCray, Sec.

East St. Louis Div. No. 11, East St. Louis, Ill. George W. Glessner, Pres.; John T. Metier, Sec. Meet 1st & 3d Wednesday.

Union Div. No. 12, Detroit, Mich. Wm. Blow, Pres.; John W. Procter, Sec.

Concord Div. No. 13, Concord, N. H.

Kansas City Div. No. 14, Kansas City, Mo. Henry C. Bell, Pres.; W. S. Carson, Sec.

Chicago Div. No. 15, Chicago, Ill. Joseph W. Creed, Pres.; Henry R. Hopkins, Sec. Meets 1st Saturday night in each month.

Lone Star Div. No. 16, Houston, Tex. J. Shaughnessy, Pres.; George J. Carson, Sec.

Capital City Div. No. 17, Des Moines, Iowa. C. W. Durfee, Pres.; James Scanlon, Sec.

Toledo Div. No. 18, Toledo, O. William Kirkby Pres.; Jerry Reilly, Sec.

Milwaukee Div. No. 19, Milwaukee, Wis. H. S. Teall, Pres.; Wm. Rogers, Sec.

Minneapolis Div. No. 20, Minneapolis, Minn. A. J. Hitt, Pres. Harry Stapia, Sec. Meets on the 1st Sunday in each month.

Itaska Div. No. 21, St. Paul, Minn. J. G. Cooper, Pres.; Andrew W. Bell, Sec.

Point Lookout Div. No. 22, Chattanooga, Tenn. K. B. Stegall, Pres.; C. J. Harrington, Sec.

Pittsburg Div. No. 23, Pittsburg, Pa. John J. McGuise, Pres.; John F. Bannon, Sec.

New Orleans Div. No. 24, New Orleans, La.

LaCrosse Div. No. 25, Lacrosse, Wis. Geo. J. Johnson, Pres.; James A. Bancus, Sec.

Omaha Div. No. 26, Omaha, Neb.

Manchester Div. No. 27, Manchester, N. H. E. T. Sherburn, Pres.; C. G. Hastings, Sec.

Evansville Div. No. 28, Evansville, Ind. James P. Huffman, Pres.; Chas. C. Roesser, Sec.

Monumental Div. No. 29, Baltimore, Md. Harry Peastes, Pres.; James S. Marsdon, Sec. Meets 2d Saturday in each month.

Lake Div. No. 30, Town of Lake, Ill. John Dailey, Pres.; W. D. Fitch, Sec.

Joliet Div. No. 31, Joliet, Ill. Patrick Lowery, Pres.; John J. Foster, Sec.

St. Albans Div. No. 32, St. Albans, Vt. D. H. Plaisted, Pres.; James Finn, Sec.

Salamanca Div. No. 33, Salamanca, N. Y. O. H. Wheeler, Pres.; J. W. Mulcay, Sec.

Hafferty Div. No. 34, Winnipeg, Man.

Denison Div. No. 35, Denison, Tex. John C. McCullough, Pres.; Geo. W. Bartholomew, Sec.

Philadelphia Div. No. 37, James M. Thompson, Pres.; B. F. Donecher, Sec. Meet 1st Thursday in each month.

Ogden Div. No. 36, Ogden, Utah. D. A. Budge, Pres.; Chas. F. Miner, Sec.

Allegheny City Div. No. 37, Allegheny City, Pa. Samuel T. Cole, Pres.; Joseph L. Gaches, Sec.

Burlington Division No. 38, Burlington, Ia. J. H. McPartland, Pres.; Ira C. Wright, Sec.

Green Island Div. No. 39, Green Island, N. Y. Philip H. Hicks, Pres.; W. W. McChesney, Sec.

Echo City Div. No. 40, Echo City, Utah. John K. Murray, Pres.; J. H. Rhins, Sec.

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Jersey City Div. No. 44, Jersey City, N. J. James Gordon, Pres.; Thomas S. Mitchell, Sec.

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Nashville Div. No. 50, Nashville, Tenn. John R. Hanley, Pres.; C. S. Evans, Sec.

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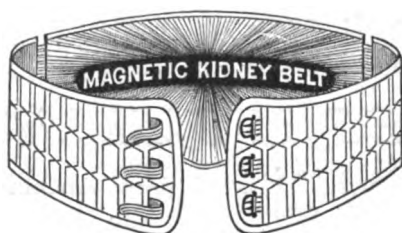
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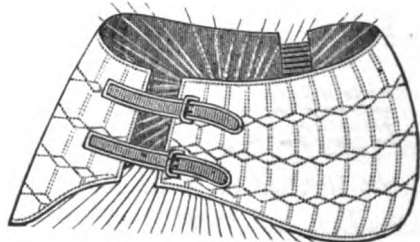
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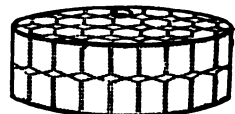
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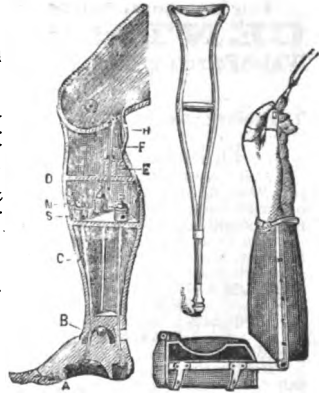
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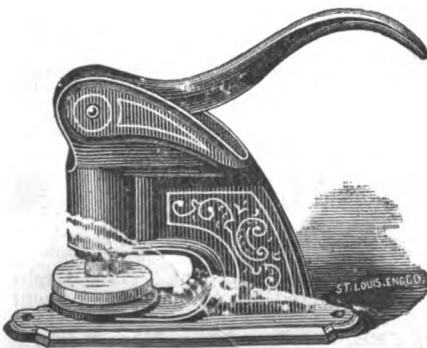
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